Newport Daily News.

DELIVERED TO 80 PER CENT OF THE RESIDENTS OF MIDDLETOWN AND PORTSMOUTH.

ESTABLISHED 1846. NEWPORT, R. I., THURSDAY, OCTOBER 5, 1899. PRICE TWO CENTS.

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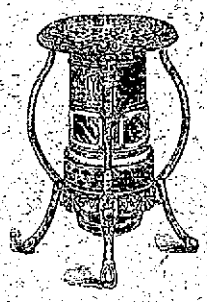

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346 Thames Street.

FRESH-KILLED

Partridges, Quail, Woodcock and other game.

NO ADVANCE YET,

Neither the British Nor the Boers Move.

All Sorts of Conflicting Reports from the Front.

LONDON, Oct. 5.—The Daily Telegraph publishes in its second edition this morning a despatch from Newcastle, Natal, dated yesterday, announcing that the Boer advance began yesterday, with a general movement of artillery. The Boers are occupying Laing's Nek nightly, and now hold the mountains to the southwest of Volksrust. There are no British troops nearer than Ladysmith, and preparations are being made to abandon Natal from the frontier to Glencoe.

The inhabitants of Newcastle met today and decided not to attempt to defend the town in the event of a Boer advance in force. General Symons is prepared to evacuate within 24 hours. The people are crowding the trains for Ladysmith.

Although today's news from South Africa was unmistakably grave, the advocates of peace still derived hope from some of the despatches. The news was contradictory. Side by side with the announcement that the Boers had occupied Laing's Nek was printed a despatch from Pretoria, stating that the Transvaal government had issued strict injunctions to the commandants that British territory must not be invaded, and that Commandant General Joubert had issued a proclamation threatening to shoot any man who should cross the border.

Scarcely had the advocates of peace exchanged congratulations over the announcement from Pretoria that Mr. J. H. Hofmeyer, the Afrikander leader, and Mr. W. P. Schreiner, the Cape premier, had undertaken a joint semi-official peace mission and had actually started for Pretoria, where they ought to have arrived last evening, when later messages from the Transvaal capital declared that the Boer government knew nothing of this alleged mission, and that in any event, nothing could preserve peace but the withdrawal of the British demands.

While it was not necessary to accept all the sensational statements regarding the advance of the Boers, there was not a jot of evidence to show that the burghers contemplated receding.

Up to 2 o'clock this afternoon nothing had arrived to confirm the despatch from Newcastle to the Daily Telegraph announcing that a general advance of the Boer forces began yesterday. The war office and the colonial office professed entire ignorance in the matter. Another Newcastle special forwarded later than that to the Daily Telegraph contradicts it and declares that all was quiet on the border last evening and there was no sign of a Boer advance.

The next news regarding this alleged invasion of Natal was awaited with anxious interest. The statement in the Daily Telegraph special that there were no troops (British) nearer Newcastle than those at Ladysmith was obviously an error, as 3,000 British troops are encamped at Dundee.

A distinctly serious and ugly statement came from Newcastle, to the effect that armed Kaffirs accompanied the Boer commandoes. This would be an absolute breach of the conditions supposed to govern warfare among civilized nations, and would presage scenes worse than even the gloomiest forecasts.

From other Newcastle advices it appeared that the premier of Natal had telegraphed the military authorities that they could render Newcastle assistance, adding that if the Boers intended to attack the town resistance would be futile and that the women and children should be sent away and the town surrendered.

An unconfirmed report said that martial law had been proclaimed in the Transvaal.

A special from Johannesburg says: As a natural result of the panic there is considerable lawlessness. The regular distribution of letters has ceased. The government has commandeered all dynamite and cyanide supplies, which have been removed and placed under strict guard as various depots. A strong guard has been stationed at the reservoir to prevent tampering with them.

Advices from Bloemfontein, Orange Free State, say the town presents a most animated appearance. Armed burghers go about everywhere, although the government still professes hopes of peace.

Intelligence from Cape Town includes an official denial of the rumor that the British have crossed the Transvaal frontier near Kimberley. There is very definite feeling throughout the Cape that the British delay in forwarding re-enforcements is very dangerous. The utmost enthusiasm prevails and many are anxious to place their services at the disposal of the government.

Some of the refugees from Johannesburg now in Cape Town are resorting to acts of violence, smashing windows and thieving.

It is expected that, although the Dutch in Cape Colony are likely to remain quiet in ordinary circumstances, they will join their brethren of the Orange Free State in case the Basutos commence hostilities.

An enthusiastic meeting of Irishmen was held last evening in Kimberley, under the presidency of a former mayor of the town, at which resolutions were unanimously adopted expressing disapproval of the conduct of Irishmen who sympathize with the Boers, and of the course of the Irish parliamentary party in extending sympathy and support to the Transvaal in the present crisis.

The Times, in its second edition today, publishes the following despatch from Pietermaritzburg, dated October 4, "The wild statements emanating from Ladysmith and Newcastle that Boers have crossed the frontier, are without foundation. The British military authorities in Natal do not expect the Boers to cross the border at present unless their leaders lose control of the men."

Stories of outrages committed by the Boers upon refugees from the Transvaal continue to pour in. A bad incident occurred at Kroonstad, where a deputation from a trainload of 2,000 refugees attempted to buy provisions, but were

CONTINUED ON FIFTH PAGE.

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Second Edition.

COLUMBIA AHEAD.

Breeze Freshening, But No Race Probable.

Early Hours a Repetition of Tuesday's Fluke.

NEW YORK, Oct. 5.—When yachting New York arose about 5:30 this morning and rubbed the sleep from its eyes, hardly a breath of air was stirring and a blanket of mist hung over the roofs. But as the sun arose and gave color to the tall buildings the misty mantle began to give signs of disappearing, the sky showed up clear and the wind veered to the westward and freshened a bit. At the anchorage off Bay Ridge, Long Island, and Tompkinsville, Staten Island, pretty fleets of steam yachts intermingled here and there with stately sailing yachts were anchored or moored in the placid waters of the upper bay.

All the pleasure craft were bustling with activity, scrubbing and burnishing, oiling and varnishing, preparatory to taking part in the gay parade. The amateur salts had a downcast air as they gazed at the smooth waters and glanced at the lifeless bunting; but the old shellbacks consoled them, pointing to rippling, white cloudlets in the sky to the southward and westward as indications of more wind.

The old cup defender Vigilant, off Tompkinsville, was the first sailing vessel to head seaward. She got under way about 6:30, and with just enough of the morning air to keep her sails bellying out glided gently towards the Narrows.

Off the Battery, at 6:45, there was a scene of pleasant bustle. A fleet of about 40 newspaper tugs and steam yachts assembled to take on board writers and excursionists. Every elevated railroad train, trolley car or horse car landed a batch of yacht enthusiasts in that vicinity. Winter overcoats, yachting caps, golf caps and marine glasses were the general distinguishing marks of this merry throng. Those of the fair sex who succeeded in turning up on time were well wrapped up, golf capes being particularly patronized.

At 7 o'clock the mist had been almost entirely melted away. The wind shifted more to the westward and freshened considerably, and the sailing craft hoisted their white, glistening sails and headed for the Hook. The early birds of the steam craft began the journey to the scene of the combat between the Shamrock and the Columbia for the much coveted America's cup, while all about and ashore breathed fervent hopes for a spanking breeze and a rattling race. The big excursion boats tooted angrily for belated passengers, and the yachting flotilla began moving towards the ocean in real earnest.

The first report from the Highlands of Navesink, at 7:35 a. m., said the wind was about west, blowing nearly eight knots, and showing signs of increasing. Old sailors there predicted that the wind would be more to the north before the day was over.

Observation at that hour from the Highlands to the south and east was about 10 miles; to the north and west it was not more than four miles. The haze which obscured the Long Island shore showed signs of disappearing as the sun moved up. The sky was quite clear and the conditions for the race at that hour very favorable. It looked as if the course would be toward the Long Island shore.

Early risers around Sandy Hook who took an early observation found the wind light from the west and blowing about three miles. Weather-wise people said that before the day grew much older there would be enough wind to start the yachts and that before finishing they would have all the wind they desired. The weather was pleasant at the Hook and a light sea was running.

Before 8:30 a. m. the crew on the Columbia had her jib and staysail up in stops and the cover had been taken off the mainsail. The Shamrock's people had uncovered her mainsail and hoisted her jib in stops. Then the crews prepared to go to breakfast. The breeze off the beach at the Hook was enough to give the pilot boats quite a little move and they sailed up and down at fairly good speed. The Scotland lightship, four miles away, could be seen from the Highlands, but the Sandy Hook lightship, eight miles away, was hidden from view. The fleet of yachts at the Hook was larger than Tuesday.

The Earl of Minto, governor general of Canada, and Lady Minto, who are guests of Sir Roderick Cameron, drove down to the Quarantine wharf at 8 o'clock, where they boarded steamboat Governor Flower, which proceeded down the bay to intercept Commodore Morgan's steam yacht Corsair. Lord Minto's party were guests of Commodore Morgan during today's yacht race.

Sir Thomas Lipton's chartered tug, the Volunteer, flying the Shamrock's flag, left the battery at 7:40, with 150 of Sir Thomas's guests, who were afterwards transferred to steam yacht Erin, which then proceeded to the race course. Among the guests were Prince Ranjitsinhji, Prince Leopold De Croy, Prince Reginald de Croy, Lord Chief Byron Falles, Sir Horace Tozel, Lord Charles Beresford, Lady Beresford, Hon. Butler Ziphinstone, Henry Siegel, Frank Tilford, Thomas Winnemaker, Rev. Dr. Storrs, Colonel and Mrs. Butler Ames, Rt. Hon. Arnold Morley, Hon. Charles Russell, Rt. Hon. W. J. Pierre, Rt. Hon. Jesse Collings, Commander Nixon, U. S. N., Admiral Phillip, Captain and Mrs. Chadwick of the New York, Mr. and Mrs. Potter Palmer, Mr. and Mrs. Ferdinand W. Peck, Mr. and Mrs. Alexander H. Revell, Mr. Chagget, Hon. M. R. G. Ward, Stewart Fraser, William Gibson and party, Mr. and Mrs. Charles Dewey, Michael Cudahy, W. Bourke Cockran, H. J. King, Arthur Hill, Mrs. Arthur Hill, Mr. and Mrs. W. P. Burbright, W. H. Kendall, Hon. Cecil Baring, R. M. Little, Q. C., C. H. Barclay Warburton, Lord Minto, governor general of Canada, E. P. Benjamin and other well known people.

A larger crowd of yachting enthusiasts than on Tuesday gathered at the New York Yacht Club rendezvous off the foot of East Twenty-sixth street. From 7:30 o'clock up to 9:30 there was a constant stream of carriages, coaches, traps and people on foot arriving at the pier. Nearly everybody carried overcoats, heavy cloaks, jackets and field glasses.

The interest in the contest was keener than on Tuesday and the crowd was buoyed up by the hope of a good race, with plenty of excitement. By 10 o'clock all the yachts had left the rendezvous and were on their way down the bay.

At 8:30 the wind at the Highlands seemed to have fallen. Two or three tugs, with barges in tow, came along the coast from the south, and all the barges had their sails set to take advantage of the wind, but the breeze apparently did not help them to any great extent.

The weather remained rather thick off shore and at 8:40 the Sandy Hook lightship was still hidden by the mist. The westerly breeze brought with it warm Indian summer conditions, but the air was listless and did not have the snap in it which was noticed early Tuesday morning. At 8:45 a. m. the wind had dropped to about five knots, from the southwest, at the Highlands. A few light streaks could be seen on the water of the beach.

At 8:55 the Shamrock's tug Lawrence came alongside and took a line from the big green racer. The mooring was cast off and the Shamrock started for the lightship. Just before she left her moorings, the crew all went below and pulled on the halyards, which are carried beneath the deck, the crew hoisting the big mainsail. Five minutes after the Shamrock started the Columbia was taken in tow by a tug and, as was the case Tuesday, the American boat followed her rival out by the Hook.

The Shamrock's mainsail was well up by the time she had got past the next point, and the crew immediately began sending the big clubtopsail aloft. This sail was also set in quick time. The Columbia's mainsail took longer to set and it was not until she was two miles off the point of the Hook that the crew began the work of sending aloft her clubtopsail. The Columbia was about half a mile astern of the Shamrock as they proceeded out to the lightship.

At 9:15 the wind was still light from the west-southwest, although frequent puffs could be felt scurrying out to sea. The haze had cleared sufficiently to enable the observer at the Highlands to faintly discern the Sandy Hook lightship, eight miles distant.

Half an hour after the two cup contestants passed out for the day's contest, the yacht that originally brought this trophy to these shores also started out from her anchorage inside the Hook. The America, in her white dress, seemed to cut but little figure beside the majestic proportion of the two latest flyers, but she was the object of considerable interest to those coming down from the city on the excursion fleet.

Only a few tugs and one or two steam yachts accompanied the racers to the starting point. The old cup defender Vigilant ran out ahead of the two newer boats with her working topsail set, to enable the skippers on both boats to judge as to the direction and velocity of the wind.

Apparently owing to the uncertainty of both the starting point and the course, both the yachts were towed out to the lightship with clubtopsails set over mainsails, the Shamrock arriving there first, about 9:50, with the Columbia about a mile behind.

The two big racers were accompanied out to the lightship by a number of newspaper tugs and the Associated Press yacht Wanda, but the excursion fleet proper did not put in an appearance at the Hook until nearly 10 o'clock. About that time the Erin started after the two yachts.

The wind at 9:50 was blowing off the Jersey shore at a velocity of about seven knots. It still held to the west of southwest. To the south there appeared a heavy bank of clouds, suggestive of a storm in that direction.

After the Shamrock had cast off her tow line she started on a long run to the southeast, to stretch her sails. The Columbia hung around near the lightship and at 10 o'clock took down her clubtopsail. The big sail was on the deck about five minutes when it was again hoisted, the crew sending it up on the starboard side of the mainsail.

By 10:15 the first of the excursion fleet had reached the lightship and the rest of these vessels were strung out behind, making a procession 10 miles in length and including every conceivable kind of steam craft. In the lead were a number of revenue cutters. The torpedo boats did not arrive at the lightship until after 10:30 a. m.

The weather half an hour before the start began to cloud up but gave no indication of rain at that time, while to the south there was considerable sky.

At 10:20 the Columbia was again sailing about to the southeast of the lightship, waiting for the start, but she ap-

CONTINUED ON FIFTH PAGE.

Fall Woolens.

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SPECIALTIES—
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Just a few more ladies'

Franklyn Bicycles

Left. Former price $35.
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COME TO ME WHEN YOU WANT

REPAIRING DONE.

B. J. FOY,

379 Thames Street, Newport.
TELEPHONE 335-4.

CONFEDERATE FLAG RESTORED.

Captured by Indiana Soldiers from Terry's Texas Rangers.

DALLAS, Texas, Oct. 5.—The tattered battle flag of Terry's Texas rangers, captured by Indiana soldiers during the civil war, was today restored to the remnant of the Confederate band, the ceremonies taking place in the auditorium at the fair grounds. Governor Mount of Indiana and staff, Governor Sayres of Texas and staff, and an immense crowd of Grand Army men, ex-Confederates and Texas citizens were present.

Governor Mount said in part: "This great occasion becomes an epoch in our country's history. A third of a century ago the two great states here represented were bitter contestants in civil war. Today we meet as citizens of a common country to weld stronger the bonds of national union sundered during that war. We come to return in love a battle flag we took in anger. Since those who fought us then are brothers today and fight by our side, is it not eminently proper to turn these trophies of war, representing as they do the eternal past, into mementos of friendship, to represent the spirit of unity in the living present? Who will dare criticise this noble impulse as a mere morbid sentimentality? United, we are marching forward to grander industrial and commercial victories. We excel in all the elements of true greatness the mightiest governments of the earth. Take this flag, and may it henceforth be an emblem of unity and good-will between the great states of Indiana and Texas and a seal of their fidelity to the national Union."

FRENCH ROYALIST PLOTS.

Rumors of Further Arrests of Prominent Persons.

PARIS, Oct. 5.—The French parliament, it is understood, will be convened November 5.

This morning the premier, M. Waldeck-Rousseau, accepted a mission to arbitrate upon the differences that have arisen in connection with the strike of miners at Le Creusot.

Rumors are prevalent of further arrests of prominent persons and of searches of their residences in connection with the alleged royalist plots against the republic.

STEAMERS ARRIVED.

Boston, Oct. 4, Cestrian, from Liverpool.

Boston, Oct. 4, Irishman, from Liverpool.

Boston, Oct. 4, Auretta, from Progreso, Mexico.

New York, Oct. 4, Cevic, from Liverpool.

Up-to-Date Music!

DANCE OR CONCERT.

Howard Orchestra.

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NEWPORT.

This year's vintage of Overcoats is right.

Right fabrics, right lines, right collar, right lapel, right length, right hang and right price.

At $10, $12, $15, $18, $20 we are showing a variety considerably in excess of previous seasons.

Better values, too, and better styles.

You'll save regrets by seeing us before you buy.

Newport One Price Clothing Co.

208 THAMES ST. 208

INSTIGATING AN UPRISING.

Indo-British Troops Have an Engagement with Mussulmans in Somali.

PARIS, Oct. 5.—According to a despatch from Ras Jibutil, on the Gulf of Aden, the Indo-British troops were recently landed on the Somali coast and fought, near Berbera, on a bay of the Gulf of Aden, with the forces of an Arab Mullah, named Sheik Mohammed Saleh, who has been proclaimed mahdi by the Hinterland Mussulmans, who are instigating an uprising of the Somalis against the Abyssinians. During the fighting 37 Somalis were killed.

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Full Line of

Sponges, Toilet Requisites

And Mineral Waters.

PRESCRIPTIONS CAREFULLY COMPOUNDED.

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THE BEE HIVE.

Those intending to buy cloaks will please bear in mind that our prices always have been the lowest in the city and this season will not be an exception.

Black Kersey Cloth Jackets, lined throughout with mercerized lining, made in the latest style, at $4.49.

Black Kersey Cloth Jackets, silk lined, stitched edges, a very jaunty jacket and equal to any $6.50 jacket offered elsewhere, at $4.98.

Black Kersey Cloth Jackets of a better quality cloth, with good silk lining, at $5.98.

Black and Tan Kersey Cloth Jackets, strictly pure wool, heavy silk lining and extra nicely finished, and equal to any $8.50 jacket offered elsewhere, at $6.90

Black and Tan Jackets of superior quality Kersey cloth, with several rows of stitching; a regular $10 jacket at $8.95

Jackets made of the very best Kersey cloth, lined with skinner's satin, which is guaranteed to wear two years, and best tailor make, at only $10

We have many styles at between prices which are all sold at rock bottom prices.

Also a full line of Jackets for short, stout ladies, being made with short waists and large hips.

Misses' and Children's Coats in a large variety of stylish goods, from $2.25 to $10

A BIG LINE OF DRESS TRIMMINGS, in plain silk galons, beaded and spangled; also spangled net for yokes, etc.

This Morning's News.

LEAVE THE LAAGER.

Boers Moving from Volksrust Toward the Frontier.

LONDON, Oct. 4.—A special despatch from Newcastle, Natal, dated Wednesday, says:

"The Boers have left the laager at Volksrust and are moving toward the frontier. The situation is most critical. The magistrates and municipal officers have assembled in the town hall to concert measures for the defense of the town against an expected attack. All the women and children have been ordered to leave for the frontier of Natal."

The Daily Mail's correspondent at Lourenzo Marquez reports that H. M. S. Philomel has gone to Durban for the purpose of landing 100 men and a gun.

A special despatch from Pretoria says the Transvaal government has seized gold to the value of £800,000, which is now lodged in the state mint.

Other telegrams represent that a Boer attack upon Natal is expected at any moment, but assert that Commandant-General Joubert has threatened to shoot any man who moves without orders.

The London morning papers are inclined to regard the seizure of gold by the Transvaal government as an act of war.

In Cape Town the opinion prevails that the delay of the Boers in assuming the offensive points to a willingness on the part of the Transvaal government to allow political counsel to override military ardor, and there is, therefore, still hope that the Afrikanders' efforts for peace will prevail.

Lord James of Hereford, writing to a correspondent, expresses a fear that the maintenance of peace is now impossible.

The Daily Telegraph's correspondent at Newcastle says he is sure half of the Boers will offer no serious resistance to the British troops. "The Free State," he says, "has made no preparations, and it is doubtful if it can put a thousand men in the field at present. Thousands of the Outlanders are unable to leave the Transvaal, and their terror is so great that many of them have joined the Boer levies as the best means of escape. Johannesburg can offer no serious defense if attacked; and Pretoria, despite five forts, is hopelessly weak. Practically the whole Boer population has been called to arms, and the result is a strangely armed and garbed guerilla mob of 20,000 or thereabouts.

"Last Friday," the correspondent says, "the Boer government arrived at the conclusion that the real danger of a British attack lies on the Natal side, and thousands of men who had been sent in the direction of Delagoa Bay and Rhodesia were recalled and dispatched toward Standerton and Sand River. General Joubert has 15,000 men between Standerton and Volksrust, and will invade Natal with that strength. Certainly serious and bloody actions are impending as soon as the Boers have recovered from the fatigue of traveling. There is no doubt, however, that the women and children will be well treated, as will also, probably, unmarked citizens."

Rt. Hon. Sir Michael Hicks-Beach, chancellor of the exchequer, has sanctioned the provisional expenditure of £3,000,000 in connection with the Transvaal crisis, and the government will not exceed that limit without authority from Parliament, which will be asked to vote a sum not exceeding £8,000,000.

At a meeting of the war board, today, arrangements to insure the safety of the route from Durban to Laing's Nek, so that large bodies of troops may on disembarkation, be rapidly forwarded up the country to the front, without confusion or crowding at the base, were completed.

It is stated today that the war office has decided that the army corps for service in South Africa shall be much larger than originally estimated, and that it now consists of more than 40,000 men. The preparations for the dispatch of this force, including the chartering of big ocean liners, is steadily and satisfactorily proceeding.

The despatch drawn up by the cabinet Friday had not been sent up to this evening. On the other hand, a telegram from Brussels gives, from a "well informed source," the news that Dr. Leyds, the representative in Europe of the South African Republic, has received confirmation of the report that President Kruger had addressed an ultimatum to Great Britain, demanding the withdrawal of the British forces from the frontier within 48 hours, and that it was delivered Monday. This report, however, still lacks official confirmation.

The confidence of the military authorities at the Cape is shown by a despatch received tonight from Cape Town, which stated that at a conference between the military authorities there and General Sir George Stewart White, V. C., and Lieutenant General Sir Frederick Walker, held to consider the situation, General White expressed himself as confident that the British would be able to present a force sufficient to repel any attack.

A line steamer left Lourenzo Marquez, Delagoa Bay, today, with 1,200 Rand refugees. Large numbers were left behind, and all trains were crowded with those taking part in the exodus from the Transvaal.

A despatch from Volksrust says the Boer camp on the Natal border now comprises 8,000 men, and is growing daily. The camp breathes a religious fervor. The commissariat arrangements, the despatch says, are defective. One of the largest corps lay in the veldt without shelter during a heavy thunder storm.

Commandant-General Joubert is momentarily expected to assume command of the Boer forces.

The Daily Chronicle's correspondent at Cape Town, telegraphing under date of Tuesday, says: "For the first time in several months, Mr. J. H. Hoffmeyr, the Afrikander leader in Cape Colony, and Sir Alfred Milner, British high commissioner for South Africa and governor of Cape Colony, met today in conference. An unconfirmed report is in circulation that Mr. Hoffmeyr has been entrusted with an imperial mission to Pretoria."

BRITISH CROSS THE BORDER.

Contradictory Reports as to Beginning of Fighting.

BLOEMFONTEIN, Oct. 4.—The government publishes a telegram from Boshof stating that the British forces have crossed the border, and that fighting has commenced.

Another telegram says the troops have crossed the border, but that no fighting has occurred. The government discredits the report.

TO CURE LA GRIPPE IN TWO DAYS Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

TO CRUSH THE REBELS.

Warships Ordered to the Philippines on Dewey's Advice.

WASHINGTON, Oct. 4.—The President directed today the immediate despatch to the Philippines of a number of vessels of the navy, including cruiser Brooklyn and gunboats Marietta and Machias. The action is the result of Admiral Dewey's interview today, in which he went over the Philippine situation with the President. The orders given are in line with the expressed determination of the President to furnish the army and navy every resource for stamping out the Philippine insurrection at the earliest possible time. At Admiral Dewey's extended interview with the President today the former went into the Philippine situation at great length, explaining carefully the existing condition of affairs and his views of the outlook, concluding with an earnest recommendation that the Brooklyn and some other vessels be sent at once to the Philippines. This re-enforcement of the present fleet of the Asiatic squadron he urged as necessary and said their despatch should be directed as early as possible.

The President immediately communicated with the Navy Department, and instructed the Secretary of the Navy to issue an order carrying out the admiral's recommendation, and to see that they be got in readiness at once. The Marietta and Machias, beside the Brooklyn, will be designated by the Navy Department, along with several vessels which have not yet been selected.

The Brooklyn is now with the other vessels of the North Atlantic squadron off Tompkinsville, Staten Island. The Machias and the Marietta are at present lying at their wharves in this city on waiting orders. The administration believes the presence of these re-enforcements will have a material effect in expediting the end of the hostilities in the Philippines.

The Brooklyn is an armored cruiser of the first class, carrying 20 main battery guns and having a total displacement of 9,215 tons. The Marietta is a composite gunboat of 1,000 tons displacement, and with a main battery equipment of six guns. The Machias, with a displacement of 1,177 tons, carries a battery of eight guns.

The Brooklyn is commanded by Captain Theodore F. Jewell, who has seen 14 years of sea service, and much more than that on shore stations; the Machias by Lieutenant Commander Leavitt C. Logan, with 15 years of service at sea, and the Marietta by Lieutenant Commander Edward H. Gheen, whose record shows 17 years of sea service.

The Brooklyn's formidable equipment will make her of invaluable general service, while the Marietta and Machias are expected to be useful in the numerous shallow waters about the archipelago.

It is not known how soon these vessels can be made ready, but their orders are to get away as early as possible, and no delay is anticipated. Their commanders, on arriving at Manila, will report without delay to the admiral commanding the Asiatic station for orders.

INSURGENTS ACTIVE.

They Again Occupy Porac, and Make Many Attacks.

MANILA, Oct. 4.—Several hundred insurgents have re-occupied Porac, which was captured by General MacArthur September 23 and evacuated by the Americans the following day. The insurgent forces are also reported moving toward Mexico, southeast of Angeles. The object of the double movement, apparently, is to get behind the American garrison on both sides of the Manila-Dagupan railway.

Reconnoissances from Mexico by the Fourth cavalry toward Santa Ana, northeast of Mexico, and toward Arayat, due north of Santa Ana, developed the fact that the insurgents are in position at both points. An American private was killed in the skirmish at Santa Ana.

The Arayat party learned that Scott and Edward of the Twenty-fifth infantry, who are missing, are prisoners at Magalang.

The insurgents yesterday made two attacks on Calamba, in which the commanding officer reports 60 Filipinos were killed and many wounded. Two companies of the Twenty-first regiment repelled each attack, losing two men killed and seven wounded.

Bolomen surprised an American outpost near Cuagua, killing two privates. The other two escaped.

While four sailors of the United States cruiser Baltimore were entering the Bacoor river in a boat yesterday, after the fight, they received a volley, and three were wounded. It is understood that the volley came from United States soldiers, who, having been ordered to prevent the passing of boats, fired by mistake upon the Baltimore's men.

An attack upon Paranaque was made by the insurgents last night, and rebel sympathizers in the town set fire to a number of buildings. Colonel Daggett repulsed the attack, and declined offers of assistance from Bacoor.

The extent of the damage done by the incendiary fires has not yet been learned.

Rear Admiral Watson announces the recovery of United States gunboat Urdaneta, which was captured and beached by the insurgents, after a fierce fight, near Orani, on the Orani river, where she had been blockading under Cadet Welborn C. Woo. The expedition was entirely successful, the Americans suffering no casualties.

Among the large checks received by the tax collector of New York on Monday were William Waldorf Astor, $406,896.06; New York Central & Hudson River Railroad Company, $350,000; W. H. Vanderbilt estate, $200,000; Farmers' Loan and Trust Company, $85,000; Jay Gould estate, $80,000; Potter estate, $70,000; George Bliss estate, $100,000; Central Trust Company, $113,000; August Belmont, $75,000; Ogden Goelet estate, $250,000; Lorillard estate, $140,000.

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The best. No smoke, no smell. It can't be turned too high—self-adjusting. The Miller we sell; why, because everyone likes it, everybody tries one keeps it. Made in two sizes.

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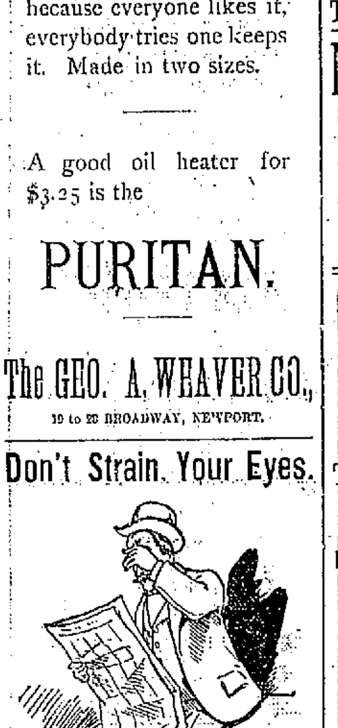

You think the news is worth the effort you make to gain it, but don't you think your eyes are worth an effort to retain their usefulness? My glasses and system of fitting them gives you perfect vision.

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ENAMELING, NICKLING and all kinds of Repair Work.
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$15.50

SOLID QUARTER SAWED OAK DROP DESK CABINET, piano polished. One illustration shows machine closed (head dropping from sight) to be used as a center table, stand or desk, the other open with full length table and head in place for sewing. 4 fancy drawers, latest 1899 skeleton frame, carved, paneled, embossed and decorated cabinet finish, finest nickel drawer pulls, rests on four casters, adjustable treadle, genuine Smyth iron stand. Finest large High Arm head, positive four motion feed, self threading vibrating shuttle, automatic bobbin winder, adjustable bearings, patent tension liberator, improved loose wheel, adjustable pressure foot, improved shuttle carrier, patent needle bar, patent dress guard, head is handsomely decorated and ornamented and beautifully nickel trimmed. GUARANTEED the lightest running, most durable and nearest noiseless machine made. Every known attachment is furnished and our Free Instruction Book tells just how anyone can run it and do either plain or any kind of fancy work. A 20-Years' Binding Guarantee is sent with every machine.

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PUBLIC LAWS PASSED AT THE JANUARY SESSION, 1899.

[The Chapters of the Public Laws are numbered continuously from the General Laws, Revision of 1896.]

CHAPTER 609.

Continued from October 4.

ARTICLE V.

Rights of the Holder.

Sec. 59. The holder of a negotiable instrument may sue thereon in his own name; and payment to him in due course discharges the instrument.

Sec. 60. A holder in due course is a holder who has taken the instrument under the following conditions:

1. That it is complete and regular upon its face;

2. That he became the holder of it before it was overdue, and without notice that it had been previously dishonored, if such was the fact;

3. That he took it in good faith and for value;

4. That at the time it was negotiated to him he had no notice of any infirmity in the instrument or defect in the title of the person negotiating it.

Sec. 61. Where an instrument payable on demand is negotiated an unreasonable length of time after its issue, the holder is not deemed a holder in due course.

Sec. 62. Where the transferee receives notice of any infirmity in the instrument or defect in the title of the person negotiating the same before he has paid the full amount agreed to be paid therefor, he will be deemed a holder in due course only to the extent of the amount theretofore paid by him.

Sec. 63. The title of a person who negotiates an instrument is defective within the meaning of this act when he obtained the instrument, or any signature thereto, by fraud, duress, or force and fear, or other unlawful means, or for an illegal consideration, or when he negotiates it in breach of faith or under such circumstances as amount to a fraud.

Sec. 64. To constitute notice of an infirmity in the instrument or defect in the title of the person negotiating the same, the person to whom it is negotiated must have had actual knowledge of the infirmity or defect, or knowledge of such facts that his action in taking the instrument amounted to bad faith.

Sec. 65. A holder in due course holds the instrument free from any defect of title of prior parties, and free from defenses available to prior parties among themselves, and may enforce payment of the instrument for the full amount thereof against all parties liable thereon.

Sec. 66. In the hands of any holder other than a holder in due course, a negotiable instrument is subject to the same defenses as if it were non-negotiable. But a holder who derives his title through a holder in due course, and who is not himself a party to any fraud or illegality affecting the instrument, has all the rights of such former holder in respect of all parties prior to the latter.

Sec. 67. Every holder is deemed prima facie to be a holder in due course; but when it is shown that the title of any person who has negotiated the instrument was defective, the burden is on the holder to prove that he or some person under whom he claims acquired the title as a holder in due course. But the last mentioned rule does not apply in favor of a party who became bound on the instrument prior to the acquisition of such defective title.

ARTICLE VI.

Liabilities of Parties.

Sec. 68. The maker of a negotiable instrument by making it engages that he will pay it according to its tenor; and admits the existence of the payee and his then capacity to indorse.

Sec. 69. The drawer by drawing the instrument admits the existence of the payee and his then capacity to indorse; and engages that on due presentment the instrument will be accepted or paid, or both, according to its tenor, and that if it be dishonored, and the necessary proceedings on dishonor be duly taken, he will pay the amount thereof to the holder or to any subsequent indorser who may be compelled to pay it. But the drawer may insert in the instrument an express stipulation negativing or limiting his own liability to the holder.

Sec. 70. The acceptor by accepting the instrument engages that he will pay it according to the tenor of his acceptance; and admits:

1. The existence of the drawer, the genuineness of his signature, and his capacity and authority to draw the instrument; and

2. The existence of the payee and his then capacity to indorse.

Sec. 71. A person placing his signature upon an instrument otherwise than as maker, drawer or acceptor is deemed to be an indorser, unless he clearly indicates by appropriate words his intention to be bound in some other capacity.

Sec. 72. Where a person, not otherwise a party to an instrument, places thereon his signature in blank before delivery, he is liable as indorser in accordance with the following rules:

1. If the instrument is payable to the order of a third person, he is liable to the payee and to all subsequent parties.

2. If the instrument is payable to the order of the maker or drawer, or is payable to bearer, he is liable to all parties subsequent to the maker or drawer.

3. If he signs for the accommodation of the payee, he is liable to all parties subsequent to the payee.

Sec. 73. Every person negotiating an instrument by delivery or by a qualified indorsement, warrants:

1. That the instrument is genuine and in all respects what it purports to be;

2. That he has a good title to it;

3. That all prior parties had capacity to contract;

4. That he has no knowledge of any fact which would impair the validity of the instrument or render it valueless.

But when the negotiation is by delivery only, the warranty extends in favor of no holder other than the immediate transferee.

The provisions of subdivision three of this section do not apply to persons negotiating public or corporate securities, other than bills and notes.

Sec. 74. Every indorser who indorses without qualification warrants to all subsequent holders in due course:

1. The matters and things mentioned in subdivisions one, two and three of the next preceding section; and

2. That the instrument is at the time of his indorsement valid and subsisting.

And in addition he engages that on due presentment it shall be accepted or paid, or both, as the case may be, according to its tenor, and that if it be dishonored, and the necessary proceedings on dishonor be duly taken, he will pay the amount thereof to the holder or to any subsequent indorser who may be compelled to pay it.

Sec. 75. Where a person places his indorsement on an instrument negotiable by delivery, he incurs all the liabilities of an indorser.

Sec. 76. As respects one another, indorsers are liable prima facie in the order in which they indorse; but evidence is admissible to show that as between or among themselves they have agreed otherwise. Joint payees or joint indorsees who indorse are deemed to indorse jointly and severally.

Sec. 77. Where a broker or other agent negotiates an instrument without indorsement, he incurs all the liabilities prescribed by section seventy-three of this act, unless he discloses the name of his principal and the fact that he is acting only as agent.

ARTICLE VII.

Presentment for Payment.

Sec. 78. Presentment for payment is not necessary in order to charge the person primarily liable on the instrument; but if the instrument is, by its terms, payable at a special place, and he is able and willing to pay it there at maturity, such ability and willingness are equivalent to a tender of payment upon his part. But except as herein otherwise provided, presentment for payment is necessary in order to charge the drawer and indorsers.

Sec. 79. Where the instrument is not payable on demand, presentment must be made on the day it falls due. Where it is payable on demand, presentment must be made within a reasonable time after its issue, except that in the case of a bill of exchange presentment for payment will be sufficient if made within a reasonable time after the last negotiation thereof.

Sec. 80. Presentment for payment, to be sufficient, must be made:

1. By the holder, or by some person authorized to receive payment on his behalf;

2. At a reasonable hour on a business day;

3. At a proper place as herein defined;

4. To the person primarily liable on the instrument, or, if he is absent or inaccessible, to any person found at the place where the presentment is made.

Sec. 81. Presentment for payment is made at the proper place:

1. Where a place of payment is specified in the instrument and it is there presented;

2. Where no place of payment is specified but the address of the person to make payment is given in the instrument and it is there presented;

3. Where no place of payment is specified and no address is given and the instrument is presented at the usual place of business or residence of the person to make payment;

4. In any other case if presented to the person to make payment wherever he can be found, or if presented at his last known place of business or residence.

Sec. 82. The instrument must be exhibited to the person from whom payment is demanded, and when it is paid must be delivered up to the party paying it.

Sec. 83. Where the instrument is payable at a bank, presentment for payment must be made during banking hours, unless the person to make payment has no funds there to meet it at any time during the day, in which case presentment at any hour before the bank is closed on that day is sufficient.

Sec. 84. Where the person primarily liable on the instrument is dead, and no place of payment is specified, presentment for payment must be made to his personal representative if such there be, and if with the exercise of reasonable diligence he can be found.

Sec. 85. Where the persons primarily liable on the instrument are liable as partners, and no place of payment is specified, presentment for payment may be made to any one of them, even though there has been a dissolution of the firm.

Sec. 86. Where there are several persons, not partners, primarily liable on the instrument, and no place of payment is specified, presentment must be made to them all.

Sec. 87. Presentment for payment is not required in order to charge the drawer where he has no right to expect or require that the drawee or acceptor will pay the instrument.

Sec. 88. Presentment for payment is not required in order to charge an indorser where the instrument was made or accepted for his accommodation and he has no reason to expect that the instrument will be paid if presented.

Sec. 89. Delay in making presentment for payment is excused when the delay is caused by circumstances beyond the control of the holder and not imputable to his default, misconduct or negligence. When the cause of delay ceases to operate, presentment must be made with reasonable diligence.

Sec. 90. Presentment for payment is dispensed with:

1. Where after the exercise of reasonable diligence presentment as required by this act cannot be made;

2. Where the drawee is a fictitious person;

3. By waiver of presentment express or implied.

Sec. 91. The instrument is dishonored by non-payment when:

1. It is duly presented for payment and payment is refused or cannot be obtained; or

2. Presentment is excused and the instrument is overdue and unpaid.

Sec. 92. Subject to the provisions of this act, when the instrument is dishonored by non-payment, an immediate right of recourse to all parties secondarily liable thereon accrues to the holder.

Sec. 93. Every negotiable instrument except sight drafts is payable at the time fixed therein without grace. When the day of maturity falls upon Sunday, or a holiday, the instrument is payable on the next succeeding business day. Instruments falling due on Saturday are to be presented for payment on the next succeeding business day, except that instruments payable on demand may, at the option of the holder, be presented for payment before twelve o'clock noon on Saturday when that entire day is not a holiday.

Sec. 94. Where the instrument is payable at a fixed period after date, after sight, or after the happening of a specified event, the time of payment is determined by excluding the day from which the time is to begin to run and by including the date of payment.

Sec. 95. Where the instrument is made payable at a bank it is equivalent to an order to the bank to pay the same for the account of the principal debtor thereon.

Sec. 96. Payment is made in due course when it is made at or after the maturity of the instrument to the holder thereof in good faith and without notice that his title is defective.

To be continued October 6.

H. J. Hass's
IS THE PLACE FOR ALL KINDS OF
Fresh Cut Flowers and Plants.
FUNERAL AND WEDDING WORK A SPECIALTY.
PRICES VERY LOW.
SATISFACTION GUARANTEED
234 THAMES STREET.
TELEPHONE CONNECTION
WE HAVE SEVERAL

WATER.
Persons desirous of having water introduced into residences or places of business should make application at the office of the Newport Water Works, 5 West Marlborough street. Office hours from 8 A. M. to 2 P. M.

Newport Transfer Express Co.
Solicit Consignments of Freight.
Piano Moving a Specialty.
The only express checking baggage at residence to destination.
Accessible by Telephone at any and all hours.
PRINCIPAL OFFICE, 30 Bellevue Ave.
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E. B. HARRINGTON,
Treasurer and General Manager.
DOUBLE RATES FOR SUNDAY CALLS.

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COAL
PINNIGER & MANCHESTER
PERRY MILL WHARF
341 Thames Street
WOOD
A large assortment of the best quality, especially prepared for family use.

Schooner Cornelius has arrived with another cargo of the celebrated
PLYMOUTH WHITE ASH COAL!
ALL SIZES.
T. Samway's, 113 Long Wharf.

Lorberry Stove Coal.
BARGE LOAD OF FRESH MINED
Lorberry Coal.
ALSO CARGO
Pittston White Ash CHESTNUT.
FOR SALE BY
GARDINER B. REYNOLDS CO.
OPPOSITE POSTOFFICE.

If you intend to PAINT This spring try
H. W. John's Liquid Paint.
THE BEST AND MOST ECONOMICAL PAINT FOR ALL PURPOSES.
FOR SALE BY
A. Hammett, Lumber and Hardware,
321 THAMES STREET.

FRASCH'S ICE CREAM
Made from pure cream, all flavoring strictly of the highest quality.
STRICTLY PURE.
NO ADULTERATION.
NONE BETTER MADE.

PURE CANDIES.
You will find a full assortment of PLAIN and FANCY
CANDIES, CHOCOLATES AND BON BONS,
At prices to suit every purchaser of a good and wholesome article.
We take special pride in putting nothing before the public that is not made from the best and purest that can be obtained.
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SOFAS, LOUNGES, COUCHES, CHAIRS.
Hair Stuffed. Best material. Good styles.
GEO. NASON, 28 Mill Street.

IN BOOK LAND.

KIPLING'S "Schoolboy Lyrics" are no longer so rarely found as they were a week or two since. Indeed, in every house where either literature or boys are honored a copy of "Stalky & Co.," is conspicuous, in its green cover with the flying galleon on its face, promising all manner of adventurous buccaneering.

American institutions do not yet include the English public school. Academies are here in plenty, but the Rugby, the Eton, the United Services College and their like are still foreign. Yet what American schoolboy does not know them every one, and hold some chosen one, elected because of some master or student or game, in the hollow of his heart? The United Services College, whose thorough discipline Stalky & Co. undertook, has not been in the past familiar to cis-Atlantic readers, but we venture to say it is on the eve of becoming a focus for observant criticism on the part of the Yankee schoolboy and his parents and guardians. It is, as is known, the school to which Kipling was himself sent, with other boys, scions of officers in the foreign service. It is an army and navy school, with the standards of those services influencing and supporting the regulation code of honor, sacred to the public school lad.

Kipling's stories are always from the life, and if he has not painted the public school in the altogether he has given us a sufficient background for some very stalwart young British lads. Stalky, McTurk and "Beetle"—McTuck and Beetle are of course the "Co.," though far from being silent partners in the daring firm's transactions—are as audacious a trio as could be found even in Yankeedom. And they proved, with Talleyrand, that audacity undiluted with any lesser virtue may of itself achieve the most unhoped for results.

The criticism, des[...]d by the ultra realists, has bee[n] man[...] that the schoolboy vernacular is in some [in]stances extreme. It certainly could not have detracted from the merits of the realistic effect if Mr. Kipling, while eliminating certain phrases as unfit for decorous ears—for not the most ardent advocate of literal realism would insist upon printing the full and uncensored vocabulary of a field of adolescent cricket players; for example—should have carried his blue pencil through some other expressions, characteristic, it is true, but belonging with the words which do not appear.

The firm and their associates are jolly live boys; the real blending of honor, gracelessness and pure scamp known the world over as "the boy."

"Stalky, & Co." is published uniform with "The Day's Work," by the Doubleday & McClure Company.

* * *

Never before has the Irish element in literature promised so sure a future as at this day. Strangely enough, the Celt, with his sensuous temperament, sensitive alike to beauty, music, pathos and terror, has yet never produced a great literary genius. Ossian is listed with the great rather because he was comparatively than essentially pre-eminent. But now, with the air full of the Celtic renaissance, which is rather a first birth than a second, O'Shaughnessy, Yeats, Fiona Macleod and the others of that gallant group of poets, rarely gifted, are making Irish song worthy of any race. There is also another set of writers, who appreciate the human appeal of many of the Irish folk tales, and who have had the wit to make the market for their wares steadily enthusiastic. The magazines have all a place for the Irish tale, where a while ago the Scotch burr was dominant.

One of the new men who tell the true stories of Ireland is Shan F. Bullock. The country life of the peasant and proprietor is his theme, and it is the subject also of his novel, "The Barrys." The London scion of that house comes to the home of his fathers, half in vacation touring, half in search of literary material, and the consequences of his visit make the scenes of the book. The weakness of the hero, Frank Barry, is very skillfully treated. Nan is a charming girl, strong and finely drawn. The whole story is a study of the cruel entanglements which entwine a man who is only half weak and half strong.

The firm issuing "The Barrys" also brought to American notice the folk tales of Seumas MacManus, "Through the Turf Smoke," and other stories.

(Doubleday & McClure Company.)

* * *

What Murat Halstead calls "the true inwardness of the war" has been published under the impressive caption, "Full Official History of the War with Spain." Histories of this particular war have sprung up in the land as if each soldier's blood were the dragon seed Cadmus sowed, only producing a book instead of a warrior. Those that have been full, however, have not been official, and those that boasted official sanction have not been full. Interesting and vividly written as many have been, they were at one in the hasty pushing from the presses, half fledged, in the mad race for precedence.

Mr. Halstead has sacrificed his ingrained newspaper longing to have his story sent out first, in the interest of accuracy, and has with infinite painstaking delved in the masses of official matter pigeon-holed at the departments. What men burned to know at the moment of suspense—the real and unrevealed intentions and commands of the executive and his advisers, that constant interchange of suggestion, reproof, advice, question and order, whose secrets the burdened wires thrilled to tell—all these things are now to be openly read and discussed. The President has decreed open archives, and as a result the connecting links, the springs of action, so obscured in previous wars, are illuminated freely in this case.

Murat Halstead is a name synonymous with the best achievements of journalism, which has taught him, as it tries to teach all its followers, condensation, accuracy, reliability. These qualities are the result of long newspaper training, but they must be built upon the fundamental scent for what is essential, what is news, which makes the story. No one will deny to Mr. Halstead both foundation and superstructure. He was in and of the war, intimately connected with its scenes and causes. In this large and profusely illustrated volume the war is reviewed from the early and submerged causes to the occupation of the acquired territory. Special and significant pictures add to the historical value of the work.

(The Dominion Company, Chicago.)

When You Ride Your Wheel

Always shake into your shoes Allen's Foot-Ease, a powder for the feet. It keeps your feet cool, prevents sweating feet, and makes your endurance ten-fold greater. Over one million wheel people are using Allen's Foot-Ease. They all praise it. It gives rest and comfort to smarting, hot, swollen, aching feet and is a certain cure for ingrowing nails. At all druggists and shoe stores, 25c. Sample FREE by mail. Address Allen S. Olmsted, Le Roy, N. Y.

STAGING A SPECTACLE.

There is an enormous amount of money expended annually by managers in preparing scenery for their productions, and as they are always getting out something new, the question is, What becomes of the old and costly material?

Of course Ananias writes some of the advance notices and sets down the alleged cost of the piece with that fine old disregard of truth for which he is famous. But even allowing for his drawing the long bow, it costs a pretty big sum nowadays to put a play, opera or spectacle on the stage in a manner demanded by the extravagant public taste.

One of the pieces produced by Hopper, Wilson, Daniels, De Angelis, Alice Neilson or any other of the comic opera contingent will make $10,000 look queer before the show is three quarters ready. The large spectacles, such as "The Great Ruby," "The Man in the Moon," or any one of the productions that call for elaborate scenic and costume effects, run up into any figures you like this side of $30,000.

A goodly portion of this goes for costumes, of course, but a lot of it is expended for scenery that is built and painted for a special production, and which is practically useless when the piece has run its course.

So long as scenery remains in the house where it was built, to be used on that stage, it has a certain value, but the moment the manager wishes to dispose of it, unless the piece goes with it, it is not marketable, or even worth storage room. When Abbey, Schoeffel & Grau failed the Metropolitan was stocked with magnificent scenery for all the standard operas, "exteriors" and "interiors." It was painted at enormous cost by the greatest scenic artists of Europe and America, yet what was the whole lot worth when the firm failed and there was talk of selling it?

It represented an outlay of perhaps $75,000 to $125,000. But it was admitted that no one would give $10,000 for all of the massive "sets" combined—wouldn't give half that, perhaps, to purchase, take them away and make them over for some other theatre.

One might suppose that the manager of some large house would have bought the superb scenery, and, after touching it up and altering it somewhat, would have used it for some of his many productions. But if it had been put up at auction it would not have brought anything worth mentioning. As a fact it was retained at the Metropolitan and was called $15,000, or something like that, being of more value to the Metropolitan than to any other theatre.

It seems a pity to see old scenery that cost a great deal of money, and is still very handsome, hatcheted and knocked to pieces. But that is what happens to most of it. One of the finest stage spectacles that was ever seen in New York was a case in point. The scenic arrangement of the stage was a marvel, and the run of the piece coined money for the manager.

When the end came the manager tried to sell the scenery, but no one wanted the sets. The large theatres were busy with new productions and the small ones could not use it. Not being able to sell or rent it, the manager finally offered to let any one have it who would come and take it, but he found he could not give it away.

Finally he put an advertisement in one of the daily papers, saying if the poor would come to the stage door next morning they could get free firewood. The street was half blocked with men, women and children. The massive spectacles—ducal palaces, ancestral homes, magnificent woodland, witches' caves, fairyland and heaven knows what not—were tossed out into the street, where the crowd fell on them, reduced them to kindling wood in no time and made off with twenty thousand dollars' worth of scenery.

MENU FOR FRIDAY.

Better be hopeful in chains than resigned to their glitter.—[Anon.

Breakfast.

Fried Fish. Crisp Bacon.
Potatoes au Gratin. Cress.
Sally Lunn. Honey.
Coffee.

Luncheon.

Bouillon.
Sardine Salad. Olives.
Lettuce Sandwiches.
Tea. Cheese.

Dinner.

Pea Soup.
Baked Fish.
Macaroni, Tomato Sauce. Potatoes.
Tomato and Lettuce Salad.
Orange Jelly.

Escaloped Fish. Remove the bones and skin from cold cooked fish and separate it into flakes. Butter a pudding dish, put in a layer of fish, then one of bread crumbs, and season with butter, pepper and salt. Alternate the layers of fish and crumbs until the dish is nearly full and then pour over the whole one cupful of rich milk, to which two well beaten eggs have been added, and bake a nice brown.

Blackberry Pudding. Stir to a cream half a cupful of sugar and two tablespoonfuls of butter. Add one cupful of milk and stir in 2½ cupfuls of flour, into which have been thoroughly mixed two heaping teaspoonfuls of baking powder. Add the beaten whites of three eggs and finally one quart of berries. Put into a buttered dish and bake moderately for 45 minutes. Serve with a hot sauce.

STEAMER QUEEN CITY AGROUND AT SEACONNET.

Yesterday morning steamer Queen City struck on a rock at Seaconnet point, and still remains there hard and fast. The Queen City, in command of Captain Grey, left the dock at Seaconnet point at her usual time, bound for Providence on her regular daily trip. Thick fog prevailed at the time, and in endeavoring to square away for a run up the river she struck a rock a short distance east of the breakwater. The most strenuous efforts of her engine were powerless to release her. As the tide was falling rapidly, the captain concluded to accept the situation philosophically, and to wait until the next high tide, when it is expected that an attempt to get clear will be successful. It is not thought the steamer will be injured seriously.

Clarence H. Freeman, Rhode Island's noted checker player, last evening played 18 men simultaneously at the Providence Checker, Chess and Whist Club. Mr. Freeman walked from board to board, after making a move on each in answer to the opponent's. He won 12 of the games and six were drawn.

A BACKWARD LOOK.

Upon a wind swept hill above the plain
I stood where outside, Clear and cold
the day,
About me blue sky, and in its equal light,
Undimmed by cloud or shade, the
whole world stood
Revealed in its fullness, clear-edged and
hard.
No mark of fear upon its time-worn
face.
But hurt the sight in brazen fixity.
My wearied eyes I lifted to the sky,
Which burned like polished silver o'er
my head;
And vainly cried: "Oh, give me back
the dawn!
The two-faced mystery when earth
and sky
In tender presence of the budding
morn,
Do palpitate twixt dread and ecstasy;
When every shade holds a doubt, each
... hope."
—[Rus[...], in October Century.

MOON-BABY.

There's a beautiful golden cradle,
That rocks in the rose-red sky;
I have seen it there in the evening air,
When the bats and the beetles fly;
With little white clouds for curtains,
And pillows for fleecy wool,
And a dear little bed for the Moon-Baby's
head,
So tiny and beautiful.

There are tender young stars around it,
That wait for their bath of dew,
In the purple tints that the sun's warm
prints
Have left on the mountain blue;
There are good little gentle planets,
That want to be nursed and kissed,
And laid to sleep in the ocean deep,
Under silvery folds of mist.

But the Moon-Baby first must slumber,
For he is their proud young king;
So, hand in hand, round his bed they
stand,
And lullabies low they sing,
And the beautiful golden cradle
Is rocked by the winds that stray,
With pinions soft, from the halls aloft,
Where the Moon-Baby lives by day.
—[Pall Mall Gazette.

FANCIES.

Courage is the thing that makes people forget they are afraid.—[Chicago News.

Sillicus—Why did you never marry?
Cynicus—Because I have conscientious scruples against divorce.—[Philadelphia Record.

"New York erected its triumphal arch facing Dewey's back."
"Probably it expected that the celebration would turn his head."—[Chicago Record.

"Oi tremble to think av tin years distant," mused the janitor philosopher, "whin th' first vanguard av 'Deweys' begin to appear on the police docket."—[Chicago News.

Creditor—I wouldn't ask you for the money if I wasn't awfully hard up.
Debtor—And if I wasn't awfully hard up you should have it. Curious coincidence, isn't it?—[Boston Transcript.

McGorry—Oi'll buy yez no new hat, if yez moind that? Ye are vain enough already.
Mrs. McGorry—Me vain? Oi'm not! Shure, Oi don't t'ink mesilf half as good-lookin' as Oi am.—[Judge.

Customer—What is that porterhouse steak worth?
Marketman (weighing it)—Ninety-five cents.
Customer—I'll take that pumpkin over there. I'm a vegetarian.—[Chicago Tribune.

Ordinarily the wrath of authors over typographical errors in their books is not wholly justified, but we entirely sympathize with the anger of the historian who wrote "the enemy were armed only with a pair of six-pounders," and had the pleasure of seeing it printed "the enemy were armed only with a pair of suspenders." There is a limit beyond which patience ceases to be a virtue.—[Harper's Bazar.

PERSONALS.

....Mrs. Gladstone September 18 cut the first sod in connection with the new St. Deiniol's Library at Hawarden, which will form part of the national memorial to the late Mr. Gladstone, the only persons present being the clergy of the parish, Miss Helen Gladstone, Mrs. Dumaresq and Rev. Gilbert Foyle.

....The Boston University School of Medicine is benefited by the will of Dr. Joseph Paine, late of Roxbury, Mass., all the residuary property going to that institution. In addition $5,000 is bequeathed to the Homeopathic Hospital in Boston for a free bed, and a like amount to the Boston Highlands New Church Society.

....The centenary of Count von Moltke will be celebrated October 28, 1900, the hundredth anniversary of his birth. Two artists have recived commissions to paint two frescoes at Kreisau Castle, the residence of the Moltke family; one will represent the entrance of the French troops into Lubeck November 8, 1806, which was witnessed by the six-year-old Moltke; the other the entrance of the Prussian troops into Paris in 1871.

....Professor Richard Morris, superintendent of the public schools of Dunellen, N. J., has accepted the chair of mathematics in Rutgers College. Professor Morris is a graduate of Rutgers. He will succeed Ezra F. Scattergood, instructor of mathematics, electricity and physics in Rutgers College, who has accepted the chair of physics in the Atlanta School of Technology. Professor Scattergood has just returned from a year's study in Europe, where he went on a fellowship from Yale.

CAPTAIN MAHAN ON ARBITRATION.

Captain A. T. Mahan, U. S. N., one of the American delegates to the recent Congress at The Hague, publishes an article in the North American Review for October on "The Peace Conference and the Moral Aspect of War." He hails with satisfaction the declaration in favor of arbitration which was the result of the conference, but urges that in the application of even such a beneficent principle as arbitration a nation may go too far, since there may arise from time to time issues in the life of a nation in which it could not carry out the unfavorable judgment of an arbiter, without violating the national conscience. He says:

"Nations, like men, have a conscience. Like men, too, the light of conscience is in nations often clouded, or misguided, by passion or by interest. But, what of that? Does a man discard his allegiance to conscience, because he knows that, itself in harmony with right, its message to him is perplexed and obscured by his own infirmities? Not so. Fidelity to conscience implies not only obedience to its dictates, but earnest heartsearching, the use of every means, to ascertain its true command; yet withal, whatever the mistrust of the message, the supremacy of the conscience is not impeached. When it is recognized that its final word is spoken, nothing remains but obedience. Even if mistaken, the moral wrong of acting against conviction works a deeper injury to the man, and to his kind, than can the merely material disasters that may follow upon obedience. Even the material evils of war are less than the moral evil of compliance with wrong."

1,000,000 GIVE AWAY.

By a special and particular arrangement with the manufacturers of Dr. David Kennedy's Favorite Remedy, free trial bottles of this great medicine for the Kidneys, Liver, Bladder and Blood, Rheumatism, Dyspepsia and Constipation, will be sent absolutely free, postpaid, to all persons suffering from any of the diseases mentioned above who will send their full name and post-office address to the DR. DAVID KENNEDY CORPORATION, Rondout, N. Y., providing they mention the Newport Daily News when they write.

A very simple test to determine whether your Kidneys or Bladder are diseased is to put some of your urine in a glass tumbler and let it stand 24 hours; if it has a sediment or a cloudy, ropy or stringy appearance, if it is pale or discolored, you do not need a physician to tell you that you are in a dangerous condition. Dr. David Kennedy's Favorite Remedy speedily cures such serious symptoms as a pain in the back, inability to hold urine, a burning scalding pain in passing it, frequent desire to urinate, especially at night, the staining of linen by your urine and all unpleasant and dangerous effects produced on the system by the use of whiskey and beer.

By a searching investigation it was found that over 91 per cent of the people who sent for a sample bottle were so much benefited by its use that they purchased a large sized bottle of their druggist, which in most cases cured them, while in some rare instances it took as many as two or even three bottles to effect a permanent cure.

Dr. David Kennedy's Favorite Remedy is sold by all druggists at $1 per large bottle, or six bottles for $5.

A Night of Terror.

"Awful anxiety was felt for the widow of the brave General Burnham of Machias, Me., when the doctors said she could not live till morning," writes Mrs. S. H. Lincoln, who attended her that fearful night. "All thought she must soon die from Pneumonia, but she begged for Dr. King's New Discovery, saying it had more than once saved her life, and had cured her of Consumption. After three small doses she slept easily all night, and its further use completely cured her." This marvelous medicine is guaranteed to cure all Throat, Chest and Lung Diseases. Only 50c. and $1. Trial bottles free at Chas. M. Cole's drug store.

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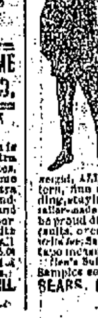

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The News has six steam presses and has a large and well-appointed job office.

Newport Daily News

THURSDAY, OCTOBER 5, 1899.

RACE PROBLEMS.

It cannot be concealed longer, if ever it was, that the race problem is one of the most serious that confronts us and its solution most difficult. When the war was over, the Southern problem to our Northern people seemed comparatively easy. The negroes were to be elevated in the scale of civilization and progress to be the equals of white men, and the two were supposed to be under those circumstances willing to live together in peace and harmony. To this end the suffrage was given to the freedmen, schools were opened and there was a great hurrah among the friends of equality, who had been so long at war with slavery. But time enough has elapsed to show that this was all a mistake, and that we reckoned without our host.

It cannot even now be said that the South hates the negroes, because evidences are at hand that it does not go so far as that. But she does despise the thought of equality between the negroes and the whites, and recent experiences have taught us to believe that nothing of this sort will be tolerated within her borders. As the negro puts on accomplishments, enters into business and assumes equality of rights and privileges, and therefore an equality of respect from his neighbors, he is seen to be more and more obnoxious to the common sentiment of the southland.

It is claimed that as equals the two races cannot live together, and that claim is enforced by the lynching and lawlessness prevalent. Not even a post-office can be held by a black man, with its honors and emoluments, without creating disturbance and inviting murder of the postmaster and his assistants. It is now proclaimed that the Southern people will brook no interference with their prerogatives, but they are glad to have the colored people in an inferior position and to recognize them only as suitable thereto. Out of much contention over this trouble it is pretty evident that the South will never consent to the elevation of the black population. Even Booker Washington, who is today the most popular man, cultured and intelligent, among the negroes, would not be tolerated in the drawing-rooms or parlors of most ordinary people. It is clear that the colored man, if he will consent to those conditions, constituting an inferior strata of society, can live in harmony with the superior race. And the purpose is broadly expressed, and earnestly put in action, as we have seen, that he shall enjoy immunity in no other way. Such being the case, the negro has a peculiar hardship, for he cannot live and rise in the scale in the South.

The question now arises: What shall be done, in view of all the circumstances apparent. It is a troublesome question, and a dark passage to search for relief, and very few people will be prepared to determine with confidence what is the better course to be pursued. Emigration promises no good, so far as comfort and convenience and prosperity are concerned; and, least of all, can the public mind of the South be forced to recognition of the rights of these people. We have no advice to give at this stage of the discussion, certainly none that will promise to bring relief. It is certain that to carry the matter into politics will avail nothing except increased enmities. Our opinion is, and has always been, that the colored population, a portion of them at least, do not realize the situation sufficiently to move with caution and precision. To make a false motion is worse than nothing, and to allow certain leaders who have ambitions to come between them and their prosperity is a mistake. Whatever else we may resolve to do, we cannot hurry matters. It will take a long time for the negroes to secure their rights—generations perhaps—and in the meantime the colored men should enjoy themselves as best they may. Their situation is so immeasurably above slavery that it can be borne with some degree of equanimity, even if not securing all the immunities due.

ANOTHER USE FOR ELECTRICITY.

It is strange, with all the application of electricity to the common purposes of life, that no one until recently has sought to apply it to the propulsion of ferry boats in common use. Doubtless it can be applied to as much advantage there as anywhere, and there would appear to be some special adaptation in this service for the work. The American Shipbuilder says the experiment is now to be tried on the Delaware, and that many advantages and much economy will result from its use. It will, for instance, save the fuel wasted when the fires are being kept up, as they always must be, while the boat is waiting in her slip, for a steamboat must be provided with engines and boilers for her highest speed, and this, in the case of a ferryboat, can only be used a small part of the time. With an electrical equipment and storage batteries the batteries can be charged while the boat is in her slip, and a great deal of the space necessary for steam machinery saved, besides clearing the vessels of smokestacks, lessening vibration and decreasing the necessary crew.

The control gear would also be put in the pilot house, which would be a most important and valuable feature, as simply by turning a switch the pilot could start or stop or go ahead full speed or reverse his engines in an instant, without signalling to the engine room or having any danger of signals misunderstood. In this way the boat would be under perfect and absolute control of one man and in every way for short-distance routes in crowded waters under the usual conditions of ferryboats the electric would give great advantages. It is stated that such boats will be put in operation between Philadelphia and Camden, and if as successful there as expected they will no doubt soon be introduced in New York and elsewhere.

PRESIDENT AND ADMIRAL.

The President, at the dinner given to Admiral Dewey at the White House, informally reiterated his policy regarding the Philippines, which is first of all to make the authority of the United States respected and obeyed in the islands, and then it becomes the business of Congress to settle all other matters connected with the islands. A stable government will be given them and it will have the support and protection of the United Staes, which will assure the Filipinos freedom from any form of encroachment from European powers. That policy meets the approval of the American people generally and accords with the views of Admiral Dewey, as far as he has allowed himself to express an opinion concerning the Philippine question for the information of the public.

The Boston Herald comes out once more for Secretary Long as a candidate for Vice President, and claims it was the first newspaper to make the suggestion. It says General Draper seems to have some ambitions in that direction, but consents to waive them altogether in favor of the more fortunate, if not better, man. We submit that General Draper need not make a martyr of himself, for there is no probability of either Long or Draper or any other candidate from Massachusetts being on the ticket. If Vice President Hobart finally declines on account of his health and Governor Roosevelt decides to foreclose, he has a mortgage on the Vice Presidency which will bring it within his reach.

The Filipino chiefs appear to have made a study in diplomacy, however weak in other directions. When Aguinaldo's envoys discussed with an Associated Press representative the recognition by the United States of the Filipino republic, one of them, General Alejandrino, said: "The freedom of the American prisoners who have just been turned over to you was decreed by the Filipino congress. Your government has accepted them. It will doubtless accept any others that our government may free." This was a very clever point to make, but the prisoners were accepted without any reference to the fact that the alleged Filipino congress ordered their surrender.

A mass meeting is announced for Monday night in New York to express sympathy with the Boers in their coming struggle against England. W. Bourke Cockran is announced as the chief orator, while Judge Augustus Van Wyck is to preside. Among the vice presidents as announced will be Abram S. Hewitt, Jordan L. Mott, John V. L. Pruyn and many others representing the descendants of Dutch and Irish parentage, who sympathize with freedom throughout the world and have no thought of respect for English supremacy. This appears to be carrying matters to an extreme, as we certainly have nothing to do with Transvaal affairs.

General Otis reports another batch of victories over the Filipinos, but he does not seem to be making very good use of them. The last news of this kind that was sent over the cable announced the expulsion of the insurgents from Porac, but it is already reported that they have again taken possession of that stronghold. We should say it might be well to fight as little as possible, and simply on the defensive, until the re-inforcements come, which are now on the way.

President Diaz of Mexico, being unable to visit this country on the invitation of Chicago to be present at the opening of the great canal, has commissioned the vice president of that republic to take his place. Senor Mariscal has long been known in official circles, and is represented as an able and accomplished gentleman, fully equal to the situation. But we would prefer a live president.

Doubtless as a result of the interview between President McKinley and Admiral Dewey, several additional warships have been ordered to join the squadron at Manila. This would indicate that the President has become tired of the policy of dilly-dallying and has determined to remedy the defect on sea and land.

Chicago has women bandits, who attack their victims with hatpins, and successfully. Potentially the hatpin has always been considered a formidable weapon, but this is the first case where it has been used to terrorize a community.

At a meeting of a board of estimates in the city of New York Mayor Van Wyck served formal notice on the department chiefs that no increase in salaries will be permitted.

THE MAGAZINES.

An excellent recapitulation of the Dreyfus case is contributed to the October Review of Reviews by W. T. Stead, in the form of a "chronicle." The Review also publishes a series of sketches made by Homer Davenport, the cartoonist, in the courtroom at Rennes, with Mr. Davenport's own resumé of his impressions at the trial. "Dewey day" is given its appropriate recognition in an illustrated description of the decorations in New York from the pen of Ernest Knaufft, the well known writer on art subjects. The number contains the first complete account of the remarkable Hearst architectural competition for the University of California, which came to an end September 7 with the award of a first prize of $10,000 to the eminent French architect, E. Bénard, and of four other prizes amounting to an equal sum to American competitors. The article, which is by H. S. Allen of San Francisco, is illustrated with perspective views of the prize plans. Hon. Thomas L. James, formerly postmaster general of the United States and now president of the Lincoln National Bank in New York, writes on "The New Era of Prosperity." Dr. E. Benjamin Andrews of Chicago gives an economist's impressions of the recent conference in that city on the subject of "trusts," while the presiding officer of that gathering, Hon. William Wirt Howe, of New Orleans, states the conclusions to be drawn from the deliberations of the conference as to desirable legislation. There is a brief article on the National Export Exposition now in progress in Philadelphia, and Henry M. Stadden reviews our diplomatic relations with Nicaragua, with reference to the prospective canal and other commercial developments. The work of our army supply departments in the Philippines, which has been to a great extent ignored in newspaper discussion of the situation at Manila, is described by Chief Quartermaster James W. Pope.

In the Engineering Magazine for October, Hon. John Barrett makes a strong argument for the alliance of England, American and Germany in the maintenance of the policy of the "open door" in China. Speaking from intimate knowledge, he describes industrial possibilities in the development of China and in the provisions for her rising needs, which are well worth a struggle. But his point is that with an Anglo-American-Teutonic stand for the maintenance of the integrity of the empire and the observance of the Tien-Tsin treaties, no struggle will be necessary. The feature of this number of the magazine, however, is the strong preachment of the gospel of standardization and specialization in mechanical work. Sir Benjamin Browne, J. Slater Lewis and Henry Roland—each a leading authority—discuss, each from his own standpoint, the re-organization of manufacturing and mechanical industries which is demanded by the international spread and increasing keenness of competition. Sir Benjamin considers engineering construction, Mr. Slater Lewis works organization, and Mr. Roland machine-tool equipment. Dr. Louis Bell, in an illustrated article, considers the closely allied themes of electric power in engineering works. Herr Hauck continues his exposition of German shipbuilding, with engravings of characteristic works and their products. Lieutenant Robison has an excellent pictorial paper on naval auxiliary machinery, and Archer Brown an instructive summary of the outlook for American iron production.

A NEW EDUCATIONAL IDEA.

A new and most comprehensive educational scheme has just been inaugurated by a New York publishing house. The idea is to meet the needs of the thousands of people who want to "get along in the world," and need either general or special knowledge to do so, by a "Home Study Circle," whose 20 or 30 volumes will cover not only the usual school and most of the college courses, but also such special, practical subjects as Commerce and Finance, Trade and Business, Art and Architecture, Illustrating and Designing, Household Science, Stenography and Correspondence, Natural Science, Modern Governments, Night School for Working Boys, and so on.

The books are entirely self-explanatory and are graded to meet the needs of young and old, primary and advanced students. Professor Seymour Eaton of the Drexel Institute has edited them, using as a foundation the very successful courses issued by the Chicago Record, whose thousands of enrolled students made the idea seem a close approximation to the Psalmist's "Wisdom crying aloud in the streets."

The best known authors, college professors and specialists of various sorts have given their aid to make the enterprise a success, and the list of contributors comprises such names as Dr. Edward Everett Hale, Hamilton W. Mabie, Professor Edward Dowden, Dr. W. J. Rolfe, Thomas Wentworth Higginson, Brander Matthews of Columbia College, Dr. Hiram Corson, John C. Van Dyke, President Gates of Harvard, Albert Shaw, Maurice Francis Egan, Edwin A. Grosvenor, Professor N. S. Shaler, Professor A. L. Frothingham, Jr., and many others. The first volumes, "Popular Studies in Literature" and "First Course in Mathematics," are announced for immediate publication by the Doubleday & McClure Company, who offer to send complete details of the scheme.

THE TRANSVAAL FRANCHISE QUESTION.

The assertion that the naturalization conditions are a severe hardship to Englishmen in the Transvaal would be amusing if it were not being used as a pretext upon which to force a war of conquest. There are undoubtedly many Englishmen who have been attracted to Johannesburg and the gold mines. But who for a moment supposes that these Englishmen are eager in good faith to renounce the privileges of British citizenship in order to be able to say that they have no country except the Transvaal? The simple fact is that these Englishmen, like those who for temporary commercial purposes have gone to various other parts of the world outside the British empire, value their birthright as Englishmen above almost everything else in the world; and no conditions of naturalization, however easy, could possibly induce them to renounce the queen and swear allegiance to the South African republic in good faith. If they went through such naturalization process, it would be for the purpose of swamping the Boers and delivering the country over to England. It is rather too much to expect that this, as a deliberate policy on the part of the Outlanders, could be countenanced and aided by the Boer citizens of the Transvaal who really prize their independent position.

It is very much as if the United States should insist upon, let us say, a six months' naturalization arrangement in Canada, and we should then flock across the border in great numbers, with a view of bringing about a change in the balance of the population for the sake of forcing annexation. The Canadian Dominion would prefer to efface itself in some other way rather than by opening the gates to the Greeks in that fashion. Even if the terms of naturalization have been burdensome in the Transvaal, a great number of men have in recent years actually registered themselves under a process analogous to what we call "taking out first papers," but Englishmen have been conspicuous for their failure to take such initial steps. In that regard Englishmen are like Americans. They may go to far countries to reside for purposes of business advantage, but they are exceedingly slow to change their allegiance. It cannot be too emphatically said that the destiny of the Transvaal, as of all adjacent regions, is British, and that it cannot well be otherwise. But it ought to be possible to bring annexation about in due time through measures honorable to everybody concerned.—[American Monthly Review of Reviews.

SITUATIONS WANTED.

WANTED—Situation as grocery clerk or driver, by young man; 4 years' experience. Box 3, Daily News Office.

WANTED—Situation by competent young woman to do chamberwork and sewing, or chamberwork and laundry work; would like to go to New York for the Winter. Good reference. Box 44, Daily News Office.

WANTED—By respectable middle-aged man and wife (no family) situation as caretaker. Man understands gardening. Careful and reliable couple. Compensation nominal. Good references. Address W. L. H., P. O. Box I, City.

WANTED—By girl, position for chamberwork or light housework, or would take care of children. Call at 25 Burnside avenue.

WANTED—A situation as kitchenmaid; first-class reference. Call at 44 William street.

WANTED—Situation as cook by woman who understands cooking thoroughly; best Newport references. Can be seen at 28 Tilden avenue.

WANTED—By English girl, place as chambermaid, laundress or parlormaid. Can be seen at present employer's, "Althorp," Ruggles avenue.

WANTED—Situations by two Swedish girls, to go together as cook and waitress, or any other work. New York references. Address Box 8, Daily News Office.

HELP WANTED.

WANTED—Girl to do general housework; colored, or Protestant white. Apply at 10 Lincoln street.

WANTED—A laundry maid, well recommended. Apply at 2:30 o'clock at Belair, Old Beach road.

WANTED—Boy 15 or 16 years, to do light work in store between schools. Must be honest and recommended. Box 43, Daily News Office.

WANTED—Capable, willing girl, for general work in small family. Apply evenings at 61 Third street.

WANTED—Girl for general housework. Swede, German or Scotch preferred. Must furnish city references. Address Box F, Daily News Office.

WANTED—A capable girl for general housework. Apply 29 Howard street.

GENERAL WANTS.

WANTED—Boys, between 10 and 12 years, to sing in choir. St. John's choir room, Poplar street, Thursday, 7 P. M., or Saturday 4 P. M.

What We Will Do.

We will do your work as well as it can be done. We will guarantee to call for and deliver promptly all orders left either at the Laundry, 155 Prospect Hill street, or at our Thames street offices, 126 and 174. We will make good all damage or losses of goods entrusted to our care.

EMPIRE LAUNDRY CO., 155 Prospect Hill Street.

Christmas Kittens

Orders are already being taken at THE OASIS KENNELS, reserving Persian and Angora kittens for Christmas gifts. Choice should be made early to secure kittens being held.

27 RHODE ISLAND AVENUE.

Apples. Apples.

Schooner Seriatin now at Hammett's lumber dock, loaded with apples—all hand picked, genuine Rhode Island Greenings, Baldwins, Pippins, Roxbury Russett and other kinds—good eating apples. Come with your barrels and get three bushels for one dollar and seventy-five cents. These apples are beauties and will keep.

J. N. TRYON, Master.

OFFICE CONSTRUCTING QUARTERMASTER, 209 Thames St., Newport, R. I., Oct. 2, 1899; Sealed proposals will be received here until 12 M. Oct. 16, 1899 and then opened for construction, heating and plumbing of addition to barracks Fort Adams, R. I. Information furnished on application. U. S. reserves right to reject any or all proposals or parts thereof. Envelopes to be endorsed "Proposals for addition to Barracks." H. P. YOUNG, Qr. Mr. 10-2-'99.

TRUNKS!

Henry Biesel & Sons,

SADDLE, HARNESS and TRUNK MAKERS.

REPAIRING.

256 and 258 Thames Street.

TELEPHONE.

THE ALLEN.

Restaurant and Oyster House.

MEALS AT ALL HOURS.

139 Thames Street.

D. B. ALLEN. J. T. ALLEN.

THOMAS KITCHEN.

Coupes and Victorias

To let with careful drivers.

35 Friendship Street.

TELEPHONE

FOR SALE,

To be Removed,

Two Stables,

Which can be easily removed to any location in the Fifth ward. Apply to

Dudley Newton, Architect.

To Let.

Upper Tenement 28 Mann Avenue,

WITH MODERN IMPROVEMENTS.

FRANCIS S. and STEPHEN P. BARKER

THE WEATHER.

WASHINGTON, Oct. 5, 8 A. M.—For Rhode Island—Rain tonight and Friday; variable winds, shifting to fresh northeast.

FOR BOSTON AND VICINITY.

BOSTON, Oct. 5, 8 A. M.—Forecast for Boston and vicinity—Fair tonight; Friday cloudy, probably with rain in the late afternoon or night; variable winds, becoming northeast Friday.

WEATHER CONDITIONS.

The disturbance over the Gulf of Mexico has moved northeastward, increasing somewhat in energy. This morning it is central off the west coast of Florida and will probably move to the south Atlantic coast today. The weather is cloudy in the south Atlantic and eastern Gulf states, with rain in the northern portion. As yet only fresh to brisk winds are reported, but the storm will probably increase in force on reaching the Atlantic coast. In other sections of the country the weather is generally clear and fair.

J. W. SMITH,
Local Forecast Official.

LOCAL CONDITIONS.

Oct. 5.	8 h	12 h	14 h
Temperature,	16	64	64
Barometer,	30.03	30.00	30.02
Wind,	W	W	SW
Weather,	Fair	Fair	Fair

MINIATURE CALENDAR.

THURSDAY, OCTOBER 5.

Sun rises	5 h 46 m
Sun sets	17 h 19 m
Moon sets	17 h 22 m
Length of day	11 h 33 m
Day's decrease	3 h 44 m
High water	7 h 34 m; 19 h 51 m

FRIDAY, OCTOBER 6.

Sun rises	5 h 47 m
Sun sets	17 h 17 m
Moon sets	17 h 51 m
Length of day	11 h 30 m
Day's decrease	3 h 47 m
High water	8 h 11 m; 20 h 32 m

SATURDAY, OCTOBER 7.

Sun rises	5 h 48 m
Sun sets	17 h 16 m
Moon sets	18 h 31 m
Length of day	11 h 28 m
Day's decrease	3 h 49 m
High water	8 h 50 m; 21 h 13 m

SUNDAY, OCTOBER 8.

Sun rises	5 h 49 m
Sun sets	17 h 14 m
Moon sets	19 h 16 m
Length of day	11 h 25 m
Day's decrease	3 h 52 m
High water	9 h 34 m; 22 h 00 m

Moon's Phases.

First Quarter, October 12, 1 h 10 m, W.
Full Moon, October 18, 17 h 05 m, E.
Last Quarter, October 26, 4 h 40 m, E.
New Moon, November 3, 5 h 27 m, E.

NEW TODAY.

Horse for Sale; 4th page.
Horses for Sale; 4th page.
To Let—Rooms; 4th page.
Notice—Canvass; 4th page.
For Sale—Stables; 4th page.
Perry Bros.—Old Co.'s Coal; 8th page.
E. Griffith—Wheels Crated; 8th page.
N. O. P. C. Co.—Overcoats; 1st page.
Herrmann—Our Latest Season; 8th page.
Esther Rebekah Lodge—Notice; 4th page.
Wanted—Situation as Caretaker; 4th page.
N. L. Mason—Millinery Opening; 5th page.
American Gypsy Fortune Tellers; 5th page.
Geo. H. Carr—Plantation Pageants; 8th page.
Wanted—Girl for General Housework; 4th page.
J. A. & H. H. Barker—Partridges, Quail, etc.; 1st

Changes of advertisements should be sent in the night before or early on the day of issue to insure insertion.

FOR SALE.

On Honeyman Hill, a property containing a large Swiss villa, stable, greenhouses, bowling alleys and 22 acres of land.

Also another property containing a Queen Anne cottage, with stable, etc., and about 12 acres of land. Both are on the hill at an elevation of 120 feet and command a fine view of the ocean at the south and Narragansett Bay on the north as well as the pretty valley running north and south just west of these properties. They can now be had at tempting prices and are also for rent.

HERBERT L. DYER,
1 TRAVERS BLOCK, CORNER BELLEVUE AVENUE AND BATH ROAD.

Steam and Hot Water Heating,

Electric Bells, Burglar Alarms

Gas and Electric Lighting.

Philip F. Conroy,

TELEPHONE 272. 181 THAMES ST.

HEALTH INSURANCE.

Pays **$25.00** a week to assured for sickness by any of the following diseases:

**Cerebro-Spinal Meningitis,
Pneumonia,
Appendicitis,
Peritonitis,
Bronchitis,
Diabetes,
Pleurisy,
Erysipelas,
Typhoid Fever,
Typhus Fever,
Scarlet Fever,
Diphtheria,
Asiatic Cholera,
Varioloid,
Small Pox,
Measles,
Tetanus (Lock Jaw).**

Also **$2,500** for Total Blindness, or Complete Paralysis of the body, or both hands, both feet, or one hand and one foot, caused by disease.

Cost $10 a year.
Cost $5 a year, ½ Benefits.

HENRY BULL, JR.,
INSURANCE, 197 Thames street.

NOTICE.

CANVASS.

The Board of Aldermen of the City of Newport, will be in session as a Board of Canvassers at their Chamber in the City Hall, on

MONDAY, OCTOBER 16, 1899,

AT 10 O'CLOCK A. M.,

for the purpose of canvassing and correcting the Ward Lists of Voters in the several Wards.

Witness my hand,

WILLIAM G. STEVENS,
City Clerk.

Town of Jamestown.

The following resolution was passed at a Town Council meeting held on Friday, Sept. 10, 1899:—Resolved, and voted that the Town Council of the town of Jamestown, R. I., offer a REWARD OF FIVE HUNDRED DOLLARS to any person or persons who will furnish sufficient evidence to cause the arrest and conviction of the person or persons who committed robbery on the person of William C. Watson on the night of Monday, September 11, 1899.

WM. F. CASWELL, Town Clerk.

A. W. LUTHER,

Jamestown Real Estate Agency.

Office at Jamestown on Ferry Wharf.

25 years' experience in Jamestown Real Estate. SOLE AGENT FOR MANY OF THE FINEST BUILDING SITES IN JAMESTOWN.

EDWIN T. BANNING

Architect,

209 Thames Street,

ROOM 34.

A. O'D. Taylor's Real Estate Agency.

Furnished Cottages for Autumn and Winter.

Naval and military officers and other gentlemen can ascertain particulars of furnished residences in Newport for their families, from October until May, by writing to Mr. Taylor or calling at his office. Prices $300, $350, $400, $500, $600, $750, $1,000. About a dozen to select from. Office hours 9 A. M. to 6 P. M.

124 BELLEVUE AVENUE.
Telephone No. 326.

Branch Office in Jamestown, on Narragansett ave.

MARRIED.

ALGER—MURBERG—4th inst., by Rev. E. ... Porter, Clarence Clarke Alger and Anna Henrietta Murberg, both of this city.

DIED.

SAYER—In this city, 3d inst., Archibald B. Sayer, aged 37 years.

Funeral services at Trinity Church, Friday afternoon, 6th inst., at 2 o'clock. Relatives and friends are invited to attend.

GRAY—In Fall River, 4th inst., Thomas Gray, in his 72d year.

McCARTHY—In Providence, 4th inst., Eugene J., son of Dennis F. and Elizabeth Cantwell McCarthy, in his 35th year.

O'ROURKE—In Providence, 4th inst., Thomas O'Rourke, in his 38th year.

SHAY—In Cranston, 3d inst., William H. Shay, in his 74th year.

MARTIN—In Barrington, 3d inst., Jeremiah H., son of the late Benjamin and Julia R. Martin, in his 53d year.

ROBERT C. COTTRELL, Undertaker and Embalmer, 322 & 324 Thames street. Residence, 104 Mill street. Telephone at office and residence.

"Two heads are better than one." If the one you have is dull and heavy you need Hood's Sarsaparilla. It will give you prompt relief.

FOR RENT.

FIVE COTTAGES, ranging in price from $20 per month to $42 per month. THREE TENEMENTS, $15 to $21 per month. THREE CHEAP TENEMENTS, from $7 to $9 per month.

As there are many inquiries for houses at this season of the year persons desiring anything in this line should call early.

COTTAGE LOTS.

I have them in all sections of the city, at prices ranging from 4c. per foot, up to 80c. per foot, and from $200 a lot up to $7,000 a lot. Plats shown and prices given to intending purchasers. We make no trouble of showing the properties, and personally conduct parties to the sites. Telephone 359.

SIMEON HAZARD, 94 BROADWAY.

H. L. Marsh. Howard R. Peckham.

Hay, Grain, Straw, Salt.

H. L. Marsh & Co.,

Office at Elevator, near Pass. Station

Branch Store, 162 Broadway.

TENEMENTS, ROOMS AND BOARD.

TO LET—Four rooms, with modern improvements. 42 Elm street.

PLEASANT COMFORTABLE HOME, with steam heat and bath room, for few respectable young men, may be found at 33 Corne street. Terms reasonable.

TO LET—Second and third floors, 275 Thames street, suitable for offices, club, or barber shop. Apply to J. D. Hidler, 12 Park street.

TO LET—Lower tenement of seven rooms. Steam heat, etc. Rent reasonable. Apply at 21 Elm street.

TO LET—At 98 Green street, three or four rooms for light housekeeping, furnished or unfurnished; or a small tenement.

TO RENT—Upper part of house, 11 Central court; eight rooms, closet, hot and cold water. Apply on premises. J. M. Swan.

TO LET—Lower tenement of seven rooms on Clinton avenue, near Broadway, to small family. Rent $10. Apply to Box 68, Daily News Office.

Furnished Rooms to Let,

With or without board. Apply to Mrs. C. Anderson, 22 Prospect Hill street.

FOR SALE.

FOR SALE.

All the Furniture contained in first-class Boarding-House and also the interest of the tenant in existing lease.

The Furniture includes Crockery, Glassware, Cutlery, Kitchen Utensils, Parlor Furniture, Carpets, Bedroom Sets and Linen. All in excellent condition.

A splendid opportunity for a Boarding House keeper to secure an established house thoroughly equipped in an excellent locality. Apply to

KATHERINE COFFEY,
16 Washington Square.

HORSE.

One Work Horse for sale cheap. H. F. Rooney, 251 Thames street.

For Sale—Baby Carriage.

Apply at Wee Holm Cottage, Spring and Carey Streets.

FOR SALE.

Dr. Dion-Bouton Motorcycle.

Convertible quadricycle and tricycle, in good order. Address Box 67, Daily News Office.

HORSE FOR SALE.

A black horse for sale, good driver; will stand anywhere, and afraid of nothing. Will be sold cheap. Apply W. F. Davis, 2 Friendship street.

FOR SALE.

A Bay Cob.

Stands 15 hands, fine saddle and driving horse. Can be seen at Mrs. H. F. Brownell's, residence, Indian avenue, or at Brinley street stables, by appointment. Address Mrs. H. F. Brownell, South Portsmouth.

TRICYCLE FOR SALE.

A tricycle in perfect order, little used. Price $65. Address Box 42, Daily News Office.

FOR SALE—Fine building lot on Gibbs avenue, near Broadway and Bliss road. Apply to Wm. S. Brownell, Daily News Office.

BARGAINS!

For Sale—Nearly New Heavy 3-Spring Potato or Express Wagon,

APPLY TO

D. Bacheller, Commercial Wharf.

For Rent Unfurnished Or For Sale.

The premises 40 Everett street; a substantial, well built house. Will sell at a moderate price or will lease. Apply to

R. C. DERBY,
138 BELLEVUE AVENUE.

NOTICE.

The members of Esther Rebekah Lodge, No. 5, I. O. O. F., are requested to meet at Odd Fellows' Hall, Friday, Oct. 6, 1899, at 1 o'clock, to attend the funeral of their late brother, Archibald B. Sayer. By order of the Noble Grand.

ANNA O. NELSON, Rec. Sec.

LESS INTEREST TODAY.

Unsatisfactory Race Conditions Drive Away Bulletin Watchers.

There did not appear to be so much interest taken, locally, in the yacht race today as there was in that of Tuesday. This was perhaps because then everyone was nerved up by the long talk of the race, and was anxious for every bit of information obtainable. Another reason was the nature of the bulletin service. Tuesday the yachts went down close to the Jersey coast and could easily be made out from the highlands of Navesink, Seabright, Monmouth and Long Branch. Today the course runs almost directly in the middle of a line drawn from Asbury Park to Long Beach, Long Island, so that the farther the boats sailed the less the observers on shore could tell about them. The turning point is 20 miles from Long Branch and 15 from Far Rockaway, and any one who has tried to see the yachts, turning the mark off Block Island will have an idea how much the observers on shore can see. Of course bulletins are sent out, just as they are from Newport when the yachts are out of sight, but somehow, or other these bulletins are too indefinite to suit.

In consequence there was not so much to hold people today as on Tuesday, when evidently straight news was being received. Those who inquired by telephone had to be content with only indefinite information, because not much was known in the office. There are times when distance lends enchantment to the view, but a yacht race when the boats are out of sight is not one of those times, and that is what troubled would-be yachting enthusiasts today. They heard much about a mist but the great trouble was distance.

Today was a good one for the wireless telegraph style of reporting to be tried. If it was tried, no results have, as yet reached Newport by either the wire or the wireless system.

It looked at one time this noon as though there was a bicycle meet in front of the News office. Not counting the wheels that were passing, there were 24 in the crowd that stood on the other side of the street, watching the bulletins.

JAMESTOWN.

[Regular correspondence of the News.]

Mr. Peter Scott, who was injured a short time ago at Dutch Island by the falling of a part of a derrick, is improving and is now able to walk about, though it will be some time before he can resume work.

Tomorrow Contractor Dillon will move the ordnance sergeant's quarters to the line of the other non-commissioned officers' quarters.

Captain C. L. Champlin has charge of the work of overhauling the Beaver Tail, which is being done at Crowley's.

Chaplain Jones of the Training Station will deliver his popular lecture, "Under Fire," at the town hall this evening.

It begins to look now as if some work would be done on the roads. The work on the bank in front of the Gardner House, which had been discontinued, was resumed at noon today. A meeting of the committee in charge will be held Friday evening to consider plans for the work to be done on Narragansett avenue and will submit a report to a special meeting of the town council, which will be held Saturday.

Postmaster Landers has gone to New York for a few days.

LOCAL BRIEFS.

—Mr. Louis P. Roberts has gone to Lakewood, N. J.

—Training ship Essex arrived yesterday at Algiers from Gibraltar.

—Mr. Goddard's sloop Metacom was hauled out for the season at Crowley's yard today.

—Colonel P. D. Vroom, U. S. A., of the inspector general's department, is in town today, inspecting the government work in this vicinity.

—Auctioneer E. C. O'Neill today offered the house at 23 Holland street, belonging to the John Goggin estate, at auction, to settle the estate. There was only a small attendance of bidders and the place was bid in by the heirs at $1,770.

—Government inspectors Potter and Wilcox today inspected fishing steamer Helen May Butler, which has recently been overhauled and put in condition for service, and has been chartered by C. H. Anderson for a trip to the Maine coast after lobsters.

—W. C. Elliott has sold to Robert Hodgson and wife, for $700, a lot of land bounded northeast, 35 feet, on Elliott place; southwest, 88 feet, on lands of the grantor; southwest, 35 feet, on land of the Gilbert Stanton estate, and northwest, 87 feet, on land of George S. Oxx.

—The steam roller is at work on lower Spring street, rolling some crushed stone that was so badly needed on the street for a long time. Men are re-setting the curbing in places where it needs it badly. It looks as though considerable work could be put on this section of road, as both curbing and gutters are in need of repairs.

—Word was received here yesterday that steamer Queen City of the Seaconnet line had run on the rocks at Seaconnet Point, and that tug H. T. Sisson was wanted to get her off. The Sisson was at the time up the bay after lighter J. K. Sullivan and a load of stone for the new city hall. She returned this morning and will go to Seaconnet Point in time to pull on the Queen City at high water this evening.

Johannesburg Stock Exchange Closed.

JOHANNESBURG, Oct. 5.—The government has turned over the Ferreira mine to the directors on condition that work is to proceed.

The stock exchange is closed.

Gold Commandeered by the Transvaal

PRETORIA, Oct. 5.—Several boxes of bar gold, which were lodged at the National Bank of the South African Republic, were this afternoon commandeered by the Transvaal government, which gave the companies full receipts. The German government offered no objection, provided sufficient funds were left to pay working expenses.

Bank of England Discount Rate Goes to Five.

LONDON, Oct. 5.—The directors of the Bank of England at their weekly meeting to-day raised the bank's rate of discount from 4½ to five per cent.

COLUMBIA AHEAD.

CONTINUED FROM FIRST PAGE.

peared to be jogging slowly, while the Shamrock was scurrying about like a scared dog. Up to the northward towards Rockaway, there seemed to be very little wind, while farther out to sea it also appeared quite calm. The wind at the lightship appeared to be strong enough to give the Shamrock a good move.

The Western Union cable boat with the committee at 10:33 set the signal—southeast by east as the course.

The preliminary whistle has been blown and the two yachts are headed in the direction of the Jersey shore on the starboard tack. The two yachts are jockeying for position, the Columbia holding up to windward to get her usual place, apparently with the intention of starting behind the Shamrock. Both crews are preparing to get out spinnakers, as the boats will run off before the wind. The boats are close together, the Shamrock being apparently slightly to the leeward and are both heading for the lightship on the starboard tack. Both have now swung around on the starboard tack, the Columbia well to the windward of her rival.

The Columbia broke out her spinnaker and balloon jib, and the Shamrock followed about five seconds later. The wind seems light and the boats will be slow in crossing the line.

The boats have started, with the Shamrock in the lead about 100 yards, but they are going so slowly that she is probably only 25 or 30 seconds ahead of the Columbia. Both boats are carrying spinnakers, balloon jibs, mainsails and club-topsails. The yachts are sailing very slowly, almost completely hidden in the haze, with the Shamrock apparently 100 yards ahead of the Columbia and a little to starboard. The Shamrock crossed the line at 11:01:01 and the Columbia at 11:01:03½. The Shamrock is still in the lead, but the Columbia is gaining slightly.

The excursion fleet is keeping well astern; the wind is so light that any crowding would affect the racers materially. The Columbia appears to be gaining on the Shamrock and seems to have her blanketed. During the last five minutes the excursion fleet closed in slightly on the racers, but the patrol fleet is doing good work in holding the steamers off.

At 11:11 the Shamrock is about 100 yards ahead. The wind off shore, as it was Tuesday when the race ended, is apparently flaky and it looks as though the Shamrock benefitted by one of the puffs. She still seems to be pulling out a bit on her rival.

11:23—Apparently a favorable puff of wind has sent the Columbia up on the Shamrock's stern, and the defending yacht seems to be not more than 50 yards behind the challenger.

Western Union cable boat 11:24—The yachts are apparently on even terms, about three miles from the line. The start was a beautiful one. The Shamrock, at the preparatory signal unfolded her spinnaker and at the gun fire broke it out. She had been timed so well that in a second after the gun was fired she was over the line, her spinnaker drawing well and full.

At the same time the Columbia had gybed and was endeavoring to get out her spinnaker, but she was not so quick as the Shamrock and had gone over the line before it was up, and then some few seconds passed before it drew well. The wind is blowing not more than three knots.

11:30—While a number of the excursion fleet on this side of the course can be seen the yachts are practically hidden from view from the Navesink Highlands in the smoke and fog.

Sandy Hook lightship, 11:44.—The yachts are about five miles away, and it looks as if the Columbia has made a gain and is somewhat ahead of the Shamrock, but hardly an appreciable lead. The boats will be out of sight in the haze in 10 minutes. It is almost dead calm.

The racers can lowely be discerned in the haze. They appear to be on very even terms, lying with about 10 ship's lengths of water between them. The wind is light and apparently falling. The conditions at this time are decidedly unfavorable for the race.

When the last sight of the yachts was obtained the Columbia seemed to be slightly ahead. While the wind had nearly entirely died out all the sails of the yachts seemed to be drawing well, indicating that there is more wind where they are than here.

Long Branch, 12:25 p. m.—The Shamrock is apparently in the lead, both yachts being on the port tack. It is hazy outside, wind varying, appears to be shifting southward. The weather bureau reports the wind veering to southwest, velocity 10 miles an hour.

The Shamrock seems to have increased her lead. As near as can be seen from Long Branch the Shamrock is carrying a balloon jib, topsail, forestaysail, mainsail and clubtopsail. The entire fleet has passed east of Long Branch. The two yachts are dimly discernible but it is impossible to say which is in the lead, as the haze has obscured the yachts.

When the Associated Press despatch boat left the race at 12:20 the Columbia was an eighth of a mile ahead.

The wind, off shore from Navesink Highlands, appears to have shifted from northwest to southeast. If the same conditions prevail while the yachts are sailing home, they will have a free wind and scarcely any windward work. The wind, while not very strong, gives indications of increasing and some small boats two miles off shore are running along nicely.

Long Beach reports that from 12:20 to 12:50 the Columbia increased her lead over the Shamrock from half a mile to nearly a mile. Both yachts have covered 10 miles of the course.

At Long Beach at 2 o'clock both yachts can be dimly made out to the southeast, seemingly heading westward. They have their balloon jibtopsails, mainsails and clubtopsails set. It cannot be made out in the haze whether they have their spinnakers set or not. The wind is very light and the yachts are practically becalmed, one heading to the eastward while the other appears to be heading to the south.

At 2:11 both yachts appear to have caught a slight puff of wind and to be heading about northeast on the starboard tack.

It is getting a little clearer eastward, and if the yachts have turned and are on the way home, which is not certain, they ought to be seen soon from Long Branch. The wind is freshening and it is believed the racers ought to come in by the time limit. No signs of the excursion boats can be seen. The southeast breeze is still holding and is apparently stronger inshore than four or five miles out.

Steam yacht Adele reports the yachts as having covered two thirds of the course, the Columbia one mile ahead.

A United States life saving telephone report from Point Lookout says the yachts have not turned the stakeboat yet. Point Lookout is five miles from Long Beach.

The yachts are just visible from Sandy Hook lightship, both on the starboard tack, and it would seem that they have not yet rounded the stakeboat. The wind freshens every minute, and will be with them on the home reach. It is a question whether they will be able to use spinnakers running home.

HOW THEY WERE SAILED.

Captain Barr of the Columbia Handles His Boat Well.

NEW YORK, Oct. 5 (By Associated Press despatch boat Yamoosee)—The boats were only a few seconds apart when they crossed the line. The smoke of the gun fire that had given them the signals hung gray in the air and the two boats broke through and began the struggle. It was difficult to distinctly see the racers, but far down on the horizon line where the torpedo boats were lying, spurts of steam went up which showed their knowledge of what was going on. The course set took the boats practically out to sea and there were hurried changings of plans on many of the excursion boats.

The racers were carrying their sails alike. Forward the big balloons filled and sagged with the fickle breeze, while the spinnakers seemed to draw but little.

The first five minutes were not encouraging for Captain Barr. The half-length lead of the Shamrock at the start was lengthened until clear weather showed. The Columbia's sail fitted, and then she went on and caught her opponent. Inch by inch she crawled up until she had a lead of a length and a half. Then the fair-weather Columbia disciples began to cheer up. Captain Hogarth ordered practically all his men aft, till but few green caps could be seen forward. One could almost feel the order that was given as the men hurried aft, and it really seemed as if the head of the Shamrock lifted. Her spinnaker pole seemed to be set forward further and the spurt was on. Clear water went by the Shamrock nipped the stern of the Columbia and was making good headway.

The sailing manoeuvres were now on for good. Captain Hogarth eased off his sheets still further, while Captain Barr, perhaps with the wind-cursing idea in mind, began to get more of his sheet aboard. Whatever the idea of the move, it remained to the credit of the Yankee Scotch skipper, for the American boat began to drop the Shamrock, not by starts but by a slow, steady gain.

By 11:20 the fuller way of the Columbia was noticeable and in 10 minutes the lead was one of three ship's lengths. The clubtopsail was left to sway uneasily and, hope as one would, it was nothing but a drifting match that was being watched. Even the jump of the sea was missing, and the fleet of excursion boats filed along like so many sober-minded burghers.

And yet the coppery sky, which some of the city watchers thought was due to some mammoth smoke nuisance, had promise of wind. It was about 11:45 when it began to seem as though some of the weather rumors would be kept. Both crafts got a puff, with a shift, and in three minutes the spinnakers were taken in with a rush. Hogarth and Wringe had a hurried consultation on the Shamrock. The breeze was now north-northwest and the Shamrock's boom came in with it. They took her staysail in, sending it in stops again. By noon, when this move had been 10 minutes in action, a chance was opened to compare the results of the work on both boats. The Shamrock had gained. The Columbia's mainsail was trimmed too flat, while the Shamrock's fell off, caught more wind and the great green boat was footing faster. Furthermore, the Shamrock had been put up to a windward position and was heading now on what had changed from a broad run to something very like a reach, with sheets eased off.

The wind was one for an experiment apparently, for at 12:05 the sheets were eased off on both boats and for five minutes they sailed off the course. The men walked away with the sheets and the booms came aboard again, while they swung back into line on the regular course. The Columbia was footing away and making gains. The gains were very small ones, but yet the fact was apparent that while the Shamrock was lifted only by occasional spurts the Columbia averaged better.

The Shamrock was showing herself to be a wonderful light weather boat, yet the Columbia was displaying the extra lift that bore out her first reputation.

At 12:20 the two yachts were headed east by south, on a broad reach, being several points over their true course, with the Columbia at least a quarter of a mile in the lead. Both were carrying balloon jibs, mainsails and clubtopsails. At this point of the race the yachts engaged in a luffing match, the Shamrock trying to work up to the windward of the Columbia and thus be able to fall in behind the American yacht whenever she would square away for the mark. Captain Barr on the Columbia was, however, not to be caught napping and went after the Shamrock's captain at every move.

At 12:22 the Columbia was actually heading northeast, or seven points to windward of her true course, the yachts sailing as close to the wind as they could without spilling the breeze out of their sails. The Columbia found the luffing very much to her liking and was plainly increasing her lead every minute, while the Shamrock, although she had worked out to windward, lost rather than gained by the play for positions.

At 12:25 Captain Barr eased the Columbia to within a point or two of her true course, as it was evident that the Shamrock was falling behind and becoming less dangerous. The Columbia had increased her lead well beyond the quarter mile and both boats were showing some life for the first time in the race.

The breeze was holding true from the north, and though light at the best was enough to give the big racing machines a fair move and lend some animation to the picture. The Columbia was gaining steadily all the time and at 12:35 was nearly a mile in the lead.

At 12:40 the Columbia gybed over to the starboard and the Shamrock at once followed. As the yachts filled away the Shamrock was again placed in the weather berth, but she had dropped so far behind during the long luffing match that it was impossible for her to take advantage of the wind and the cup defender still gained steadily. The luffing had taken the boats so far out of their course that they were obliged to sail south by west to reach the outer mark. The wind seemed to be increasing slightly, and it drove the Columbia ahead faster than the Shamrock. At 12:55 the Columbia had a lead of about a mile.

The stern yacht, which appears to be the Shamrock, has just caught a favorable puff and is somewhat overhauling the leader. The race is very close at this time. The stern boat does not appear to gain much on the leader, but the latter is not far ahead. The two racers are about six miles from the finish.

The stern boat has the larger spread of sail, which would seem to indicate that she is the Shamrock. It seems certain that the leading yacht is the Columbia. The boat which looks like the Shamrock has gained considerably and is now on almost even terms with the leader.

Steam yacht Columbia passed the Sandy Hook lightship at 3:30 and reported no race. Several yachts of the New York Yacht Club passed here, inward bound, and said no race.

COLUMBIA SHOULD HAVE DONE BETTER.

London Yachting World Thinks the Shamrock Was a Surprise.

LONDON, Oct 5.—The Yachting World, discussing the races for the America's cup, says: "Taking one consideration with another, British yachtsmen have reason to be satisfied with the Shamrock's racing debut in American waters. To sum up, the Columbia ought to have done better; and the disappointment in America is probably all the keener because the Shamrock has turned out a better boat than was imagined."

Giving Odds on the Columbia.

NEW YORK, Oct. 5.—The betting on the yacht races this afternoon was 100 to 60 that the Columbia would win the series, and 100 to 80 was offered that she would win today's event.

NO ADVANCE YET.

CONTINUED FROM FIRST PAGE.

driven out by Boers armed with blacksnakes."

The London edition of the Standard and Diggers News, a Boer organ, publishes the following despatch from Johannesburg, dated yesterday: "It is expected that 30,000 burghers from the Transvaal and the Orange Free State will be on their respective borders this evening (Wednesday). Should the hostilities be protracted there is much fear that the Zulus, Matabeles and Basutos will rise against the whites and that massacres and disasters will follow. The Zulu chiefs have been summoning their tribesmen from the Rand for weeks past."

It is reported that another Rand shipment of bullion to the value of £1,000,000 is in danger of confiscation by the Transvaal authorities.

A petition to Queen Victoria, signed by 58 members of the Cape House of Assembly, has been forwarded through the British High Commissioner, Sir Alfred Milner, pointing out that the petitioners, who are related by blood and through marriage to residents of the Transvaal, are materially interested in the maintenance of peace, urging the abandonment of warlike measures, "as the Transvaal is now fully awakened to the wisdom of liberal concessions," and praying Her Majesty to appoint a commission forthwith to confer with the Boers, as the petitioners are convinced that if the present franchise act is inadequate the Transvaal government is prepared to make further concessions to the Outlanders. The petitioners in closing declare their loyal devotion to the throne and person of the queen.

Today the secretary of state for the colonies, Mr. Joseph Chamberlain, sent the following reply: "The imperial government is not unmindful of the sympathies and interest of British subjects of Dutch descent in South Africa. One of the main objects of the imperial policy is to secure for the non-Dutch inhabitants of the Transvaal rights and privileges similar to those enjoyed by the Dutch in Cape Colony. The imperial government have shown the Transvaal every consideration consistent with this object, and deeply regret that their efforts for a peaceful settlement have hitherto been unsuccessful.

"The imperial authorities are unable to adopt the suggestion of the petition, for the reasons stated in the note to the Transvaal of September 12. In view of the refusal of the Transvaal to entertain that moderate and conciliatory offer, the imperial authorities have been compelled to formulate their own proposals regarding a final settlement, which will shortly be communicated to the Transvaal."

TRANSVAAL WAITING.

Troops Mobilizing But Will Not Violate British Territory.

PRETORIA, Oct. 5.—Mr. F. W. Reitz, the Transvaal secretary of state, in the course of an interview given yesterday to a representative of the Associated Press said: "The Transvaal government is awaiting the next imperial despatch, which ought to contain the final proposal of Great Britain. The British agent, Mr. Conyngham Greene, has informed me that the despatch is in course of preparation, but than some days will elapse before it will be ready. In the meantime the Transvaal forces are mobilizing and going to the frontier. The government, however, has issued strict instructions to commandants and all other military officers on no account to violate the British territory."

The storekeepers are barricading their stores.

Burghers Under Orders Not to Cross the Frontier.

MAFEKING, Oct. 5.—It is asserted here on reliable authority that the burghers have been strictly enjoined not to cross the western frontier or to interfere with civilians, but to resist the passage of an armed force.

Queensland Troops Under Orders.

BRISBANE, Oct. 5.—The colonial government has received instructions from London that the Queensland contingent for South Africa must be dispatched before October 31.

Troops Reach Ladysmith.

LADYSMITH, Natal, Oct. 5.—The Fifth Lancers and a naval brigade from Durban have arrived here and are encamped near the railway.

Heating Stoves

Of every description.

Agents for the celebrated Glenwood Ranges, Furnaces and Hot Water Heaters.

We sell the Miller Oil Heater. Just the heater to have these chilly mornings. No smoke or odor from it.

WALSH BROTHERS.

Caswell, Massey & Co.

Pure Distilled Water!

The rapidly increasing demand for this absolutely pure and palatable table water has induced us to add to our plant a still of much larger capacity, with all the latest improvements for making pure and palatable water, entirely free from all germs of disease.

This water is obtained first from our artesian well, drilled 180 feet through solid rock; conveyed to the evaporator and converted into steam. This vapor then passes through the condenser, where it parts with all empyreumatic gases, and is condensed, forming our

Pure Distilled Water.

This is used in making all our mineral waters.

SIPHONS OF CARBONIC, VICHY, LITHIA, SELTZER, LITHIA VICHY, $1.50 PER DOZEN.

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NIGHT CLERK IN ATTENDANCE.

Heavy packages delivered at 12 M. and at 6 P. M. Light parcels by messengers at all hours.

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Hotel Thorndike, Jamestown.

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THE NEW TOOTH WASH.

As an elegant and healthful preparation for the teeth it stands unsurpassed.

While it preserves and beautifies the teeth it gives a healthy tone to the gums and imparts a delightful fragrance to the breath.

PREPARED BY

DOWNING BROTHERS,
PHARMACISTS,
42 & 44 BROADWAY.

To Need Glasses

And not to get them is risking health.

To get glasses that are not perfectly fitted is to make a bad matter worse.

By scientific knowledge and over 20 years' experience, I can guarantee to give you the proper glasses. Most of the people of Newport wear GLASSES FITTED by me.

My prices will please you.

Established 1884.

MUELLER, Scientific Optician, 166 Bellevue avenue.

Spice-cured Corn Beef

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Savoy Cabbage

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251 THAMES STREET.

TEAZLE DOWNS

—AND—

English Flanelettes.

Are excellent materials for winter waists, underskirts, walking skirts, wrappers, dresses, etc. We have them in a great variety of patterns at

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SHAKER FLANNEL

At 5c. per yard.

OUTING FLANNELS,

Latest patterns, extra heavy,

10c. grade at 7c. a yard.

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76 BROADWAY

AMUSEMENTS, LECTURES, ETC.

OPERA HOUSE.

ALL NEXT WEEK, COMMENCING Oct. 2.

Matinees daily except Monday.

WAITE'S NEW STOCK COMPANY.

And his GRAND ORCHESTRA, supporting the young romantic actor,

MR. N. S. WOOD,

in Grand Scenic Productions.

PRICES—Evenings, 10c., 20c and 30c.; Matinee, 10c. and 20c.

This company does not use free ladies' tickets.

A Sabbath With the Mormons.

A LECTURE

—BY—

REV. FRANK RECTOR,

Second Baptist Church, Thursday, Oct. 5, at 7:45 P. M.

No admission fee will be charged. A silver offering will be taken at the close of the lecture.

CHAPLAIN JONES

OF U. S. S. SHIP TEXAS, WILL DELIVER HIS

Lecture "UNDER FIRE,"

At the Town Hall, Jamestown, Thursday Evening, October 5.

Chaplain Jones in this lecture gives a vivid picture of the naval battle at Santiago de Cuba and Guantanamo.

Tickets of admission, 25c.

COMING! COMING!! COMING!!!

WHAT?

Why the Little CORINNE GAMP of

American Gypsy Fortune Tellers.

They will open at 147 Thames street, on MONDAY, October 9, at 7 P. M. They come from Crescent Park, where they have met with great success all summer. The admission to the camp is but 10c., with your fortune told free of charge.

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—OF—

Pattern Hats and Bonnets,

Wednesday and Thursday, October 4 and 5.

M. E. Tobin, 46 & 48 Washington Square.

FALL AND WINTER OPENING

—OF—

Pattern Hats and Bonnets,

Thursday, Friday and Saturday, October 5, 6 and 7.

MOURNING GOODS A SPECIALTY.

G. H. KIRBY, - 86 Broadway.

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—OF—

FRENCH AND DOMESTIC PATTERN HATS AND BONNETS,

Thursday, Friday and Saturday, October 5, 6 and 7.

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Winter Board for Horses.

Practicing veterinary in full charge of stable. 15 acre paddock perfectly smooth and no barbed wire. Stable ventilation perfect. For further particulars apply at BATEMAN'S.

The Miller Lamp,

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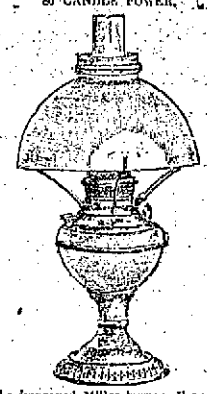

With the improved Miller burner. Easy to wick; no odor or smoke. $1.50 Complete.

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16 year old Whiskey,

Bottled in Bond.

The famous old Mammoth Cave Bourbon.

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Fresh Table Eggs.

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TRIAL WEEK FREE!

We will give a free trial week in our school, to anyone contemplating a business, or shorthand and Typewriting Course. We are certain that we have the school that will satisfy wide-awake young people, and we solicit the closest investigation from any who may be interested. After attending the school a week, the pupil may withdraw, if not desirous of continuing. Evening School Monday, Wednesday and Friday evenings. Apply to

NEWPORT BUSINESS COLLEGE,
3 Washington Square.

MR. IRVING P. IRONS,
Teacher of Singing.

Arrangements for lessons may be made on Mondays at 82 Mill street.

Miss Annie May Wallace,

NEWTON HALL, PELHAM STREET.

Will reopen classes in dancing Tuesday, Oct. 24. Children's classes, Tuesday afternoons. Adults' classes Tuesday evenings. For further information address Miss Wallace, 49 George street, Providence, R. I., or call at Newton Hall, Oct. 10 and 11, between 3 and 5 P. M.

MISS OPITZ,

Of Dresden and New York, offers her services as

Instructress in Piano and German

Pupils taught Piano in the German language if desired. Children's classes formed. Address 31 Clarke street. Refers to former patrons in Newport and New York.

MISS SAYER'S SCHOOL,

3 Whitfield Court.

NINTH YEAR.

Girls of all ages and boys under twelve received. Primary Department begins Wednesday, September 20.

Junior and Senior Departments begin Monday, September 25.

Application by letter until September 18.

PIANOFORTE.

MRS. T. W. FREEBORNE is now ready to engage with pupils for pianoforte instruction during the fall and winter months.

Miss Annie B. Sherman

Will receive a limited number of pupils for instruction on the piano. Beginners a specialty. Lessons given on Saturdays. Thurston avenue.

Piano Lessons

(Krause method), given at the home of the pupil if desired. Address, Miss E. P. Simmons, Green End, Newport, R. I.

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Piano Instruction and Accompanying.

School Street. Call from 1:30 to 2 P. M.

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Druggist and Apothecary,

Old No. 145. New No. 226 THAMES STREET.

WILLIAM T. RICHARDS.

How Newport's Well-Known Marine Painter Works.

I stood on W. T. Richards's porch, at Jamestown, opposite Newport, gazing across the mouth of Narragansett bay to the ocean and the lightship rocking at its anchorage on the blue reef, away out on the blue expanse of scintillating water. Beneath, on the rugged shore that rises unevenly for 80 feet, the waves rolled and broke defiantly, tossing a mane of white foam that glistened in the air like diamonds. This is the panorama that the great painter enjoys—the sea, the sea, never motionless; and the rocks and breakers and salt-breathing spray.

"Yes," said Mr. Richards, when we were seated in his studio, surrounded by sketches and studies; "my paintings are all beautiful—before I begin to paint them; the paint spoils them." Then his thoughtful, grayish-blue eyes twinkled.

He is slight, with a finely shaped head, hair fast becoming white, and regular features. His eyes are keen and thoughtful. In manner he is as lively as a young man, although nearly 60 years of age.

"Are you not in love with your pictures?" I asked.

"No, except before I paint them. I never paint till I have my picture clearly and distinctly before my mind. I know just exactly what I am going to do, and do it—but O, how poorly in comparison to my conception! If a conception is urgent, then I paint it, but if two are contending in my mind at once, I don't. Sometimes a picture hangs around and demands to be painted, whether I will or no.

"One of these days," continued Mr. Richards, jocosely, "when all of them have been attended to, I will really paint a picture."

"When did you begin to paint?"

"I have painted ever since I can remember. When I was a boy, living just outside of Philadelphia, in the summer I delighted in going with a friend of mine to some out-of-the-way nook, some sylvan dell, with an old worn-out mill; and painting. Nothing delighted me more than an old weather-stained mill, with its mill-race, cool shade, and varying shadows. All my Saturdays and holidays were thus spent."

Mr. Richards was born in Philadelphia. His first instruction was at the Pennsylvania Academy, Philadelphia; and then, in his own words:

"I used to bother Paul Weber, a Philadelphia painter. I frequented his studio, and received much valuable instruction from him. Then I went abroad for two years, travelling through France, Germany and Italy, making sketches as I went.

"During my early life, I never thought of painting the sea. I delighted in a landscape.

"I remember one time, I was sitting in a field in New England, painting, with an easel before me. A lady passing by paused and looked over my shoulder. Suddenly she stepped in front of me and said, with emphasis: 'The Lord Almighty should be proud of you!' You can imagine my astonishment. I have never had any one make that remark since," he added, laughing.

"But your marine painting?" I asked.

"My first was of a fog off Nantucket. I had gone there with my family, for the health of my children. That was in 1865, but it was not until 1870 that I devoted almost my whole attention to the sea and coasts. There seemed to be a call for them. Somehow, the people seemed to like the way I dealt with the sea. I am passionately fond of it now.

"No, I seldom take my easel outside and paint from life. I make sketches, in color. The ocean is never quiet. The color and character of the motion only can be taken. I often sit for hours watching it, and then, after I have turned the whole subject over in my mind, a picture is almost immediately formed. Of course I study and am familiar with the different rock formations along our coast. Different kinds of sand have their effect upon the breakers. Very fine sand makes a hard, level beach; the water slides over it smoothly, and the breakers begin far out, and come in one after another, in layers—in long, beautifully curving lines, till they are only an inch or so deep, leaving pools that reflect the light of the sky. I delight in such a beach. Old Orchard Beach, Me., is such a one. The beach at Atlantic City, when I was a boy, was beautiful. At the upper end there used to be a line of cedars, beyond the sea. I used to sit in the cedars and gaze in rhapsody upon the ocean. But the sea encroached, and carried the sand away, and the cedars' roots were undermined.

"Sometimes very amusing things occur. One day, I had put on my bathing suit, and was standing in water a little above my ankles, studying the waves and the light upon them. A man paused on the beach, and shouted, encouragingly: 'Don't be afraid, there; go in!'

"I was also in the habit of sitting on the sand, in front of my easel. In consequence, my nose would become much sunburnt. I carried a whiskey flask, filled with water, to quench my thirst. One day, I noticed a man loitering on the beach, and watching me. Suddenly, he roused himself sufficiently to call: 'Say, neighbor, if you come around to my diggings, I'll give you some good stuff.' I suppose he meant something that would not leave the tell-tale odor."

When one thinks of W. T. Richards's paintings, it is cliffs, detached rocks with breakers pouring over them, or a bit of beach with a retreating wave that he has in mind. The sails of a ship play but a small part. The beauty and truthfulness of his work may be illustrated by a certain incident. Two gentlemen had a weighty argument over his "Mid-Ocean." One claimed that it could not possibly be from anything but a photograph; the other, that it was not from a photograph. At the time, Mr. Richards was in England. A cable despatch was sent to him asking him to decide the question. It proved to be a product of his memory, aided by sketches, and was done in his studio.

"Do you ever use photographs?" I asked.

"No; I have often bought them, thinking that they would be of some use in keeping my memory awake. But they are not. It is seldom I portray a scene exactly. Strange to say, to put on canvas a picture of a small section of coast seldom gives the impression of its general character. It is necessary to compile, as it were, or to condense."

Mr. Richards has a winter house, in the country outside of Newport. But of late years he has spent most of his winters in the British Isles, visiting the picturesque and rugged shores of those islands. The north of Scotland and the Shetland islands have a particular fascination for him.

The United States government, to his grief, has forced him to sell his summer home at Jamestown, Conanicut island, Old Fort Dumplings has been demolished, and a fort that will command the entrance to Narragansett bay will be built on Mr. Richards's property. His house was built 20 years ago, after his own architecture. On a stormy day the sea dashes high over the rocks in front.

"Was it a struggle to gain your position?" I asked, as I took a parting look at his studio.

"Of course," he replied. "Art is always a struggle. We never attain our highest ambition. Everything is a struggle."

Then I departed. The sunlight, woven with a sea breeze, kissed the coarse grass, the huckleberry bushes, and the wild roses that clambered over the mounds and rocks outside. Behind me was the blue sea, Mr. Richards standing in the doorway.—[Charles H. Garrett, in Success.

Does Coffee Agree With You?

If not, drink Grain-O—made from pure grains. A lady writes: "The first time I made Grain-O I did not like it but after using it for one week nothing would induce me to go back to coffee." It nourishes and feeds the system. The children can drink it freely with great benefit. It is the strengthening substance of pure grains. Get a package today from your grocer, follow the directions in making it and you will have a delicious and healthful table beverage for old and young. 15c. and 25c.

LOCAL BRIEFS.

—Mr. A. L. Gilman has returned from a visit to Brooklyn.

—Mrs. Thomas H. Lawton is visiting her son in Providence.

—Mr. Alfred G. Vanderbilt is expected in New York early next week.

—Mr. Julius Chappell of New York, formerly of this city, has been in town on a short visit.

—The funerals of Russell Robbins and John O'Brien took place in New York this morning.

—Mr. and Mrs. Benjamin Thaw and Mr. and Mrs. Buchanan Winthrop have gone to New York.

—Mr. E. L. Doucette has returned from a week's hunting trip for big game in the woods of Maine.

—The name of Mr. Anthony S. Sherman was omitted from the list of directors of the Wickford line yesterday.

—Father Coyle, formerly of St. Joseph's parish, has just started a three weeks' fair for the benefit of his new parish in Taunton.

—The orders detaching Lieutenant A. G. Winterhalter from the League Island navy yard and ordering him to the Monongahela has been revoked.

—Miss Aimée Mason, formerly of this city, is in town, guest of Mrs. Swinburne on Pelham street. Miss Mason is to enter the Emerson School of Oratory in Boston.

—Mr. and Mrs. H. D. Auchincloss, Mr. Cope Whitehouse, Mr. R. B. H. Sherman, Paymaster Hobbs, U. S. N., Mrs. Duncan Elliott and family and Major and Mrs. Theodore K. Gibbs have returned from New York.

—Ensign Bertha Hill, sectional officer of the Salvation Army, will visit Newport Saturday night and conduct the meeting at the army hall, and will bring comrades with her who will remain over Sunday to assist in the meetings.

—The inquest into the death of Franklin C. Pierce will be resumed at the Police Station tomorrow afternoon at 2:30 o'clock, when the contractors are expected to put in some evidence and deductions to show the cause of the accident.

—The Seventh United States Artillery band will give at its concert tomorrow afternoon the program arranged for last week, and postponed on account of the departure of the band and troops for New York to take part in the Dewey celebration.

—The Philharmonic Society will this evening enter upon its fourth season, the work, both at rehearsals and at intermission, to be kept up to the high standard set at the formation of the club. This evening Miss Hayes will furnish the intermission music, and the chorus will devote its time to the Crucifixus and Resurrexit from Bach's B minor mass, and the Finale to the Meistersinger.

—Of the vessels ordered by the President to be sent to the Philippines without delay the Brooklyn is commanded by Captain T. F. Jewell and the Machias by Commander Leavitt C. Logan. Both these officers are well known in Newport, the former having been in command of the Torpedo Station and the latter executive officer of the Training Station. Commander Logan has a cottage at Jamestown where his family have resided for many summers.

—United States Postoffice Inspector C. H. Pendleton has been in Newport for the past two days, and last evening finished his work of inspecting the Newport office. The gross receipts for the several departments for the last quarter, ending August 31, show a largely increased business over any previous quarter. This gain was noted by the inspector, who congratulated Postmaster Landers on the improvement of the business and the general management of the office.

—The police had another scare yesterday afternoon, word being telephoned to the Station that two "robbers," who were armed, were annoying the residents on Ball street. Upon investigation it was found that the cause of the disturbance was a sturdy beggar engaged in soliciting alms. He was not armed but very hungry. This morning he was arraigned and was sent to the state work house for six months. He gave his residence as Glens Falls, N. Y., and his name as James Murphy.

—Among the 78 entries for the woman's championship golf tournament, to be played October 10 to 14 inclusive at the Philadelphia Country Club at Bala, Penn., are Miss Maude K. Wetmore and Miss Anna Sands of the Newport club. Miss Beatrix Hoyt, who for three successive years has won the championship, is also entered. The list also includes Mrs. Frank M. Freeman of the Fairfield County Club and Mrs. W. Fellowes Morgan of the Baltusrol club, both of whom are known here.

—The dredger which yesterday was at work at the city wharf is now off Swinburne's wharf, where the city has to dredge on account of the emptying of a sewer. As a matter of fact, sewers have very little to do with the filling up of the harbor and docks, but the city has to pay for the work nevertheless. Another place that needs dredging is the angle formed by Long wharf and the city dock, which has been filled with refuse material carried up by the wind, until at low water a considerable section is exposed.

—Tomorrow is the time set for the hearing in the cases of McAdam and Kennard, recently brought from New York for complicity in the Portsmouth car barn robbery, and more recently participants in a jail escape. It is expected that Congressman Bradley will be present to look after the prisoners' interests, but that there will be no hearing, merely an arrangement by counsel as to when the hearing will take place. Had the prisoners succeeded in their attempt to escape Monday, this hearing would be unnecessary.

CONTAINED A SMALL FORTUNE.

Valuable Valise Lay Unprotected and Was Found Intact.

HONOLULU, Sept. 27, via Victoria, B. C., Oct. 5.—R. B. Dancing left here August 30 on steamship Australia and lost a valise containing nearly $50,000 in bank notes, bonds and sugar stock, in the Occidental Hotel, just after he arrived in San Francisco. The valise was shipped by mistake on the Nippon Maru as part of the personal effects of Purser Piver. Containing a small fortune, it lay comparatively unprotected among other uncalled-for packages until advices received yesterday by the Belgian King resulted in a search being made. The valise was found intact.

LIKE QUICK CONSUMPTION.

Disease Epidemic Among the Point Barrow Indians.

SAN FRANCISCO, Oct. 5.—Captain Bodfish of steam whaler Beluga, who has just returned from the Arctic district, reports that some kind of a disease like quick consumption is epidemic among the Indians. At Point Barrow, between August 14 and September 7, there were 19 deaths, and at Cape Bathurst three natives died during the few hours the Beluga was anchored there. The Indians are so badly frightened that as soon as one of them is taken sick he immediately begins preparations for death. "If the death rate keeps up at Point Barrow," said Captain Bodfish yesterday, "there will be no Indians left when the whalers return there next spring."

ADVISES A CHANGE.

Dewey Talks with the President on Philippine Affairs.

WASHINGTON, Oct. 4.—Admiral Dewey had his first long interview with the President in the cabinet room this noon, during which he approved the administration's Philippine policy, described the situation, military and political in the archipelago, recommended a vigorous prosecution of military operations by sea blockade as well as by the new army, and, inferentially, at least, advised a change in the military command of the Philippines.

He also told the President, it is understood, that if General Otis was to be kept at Manila he ought to be relieved either of his military duties or his civil duties, and that it was not possible for Otis to make an aggressive campaign against the rebels unless he devoted his whole attention to it.

While the admiral expressed confidence that the rebellion could be suppressed by vigorous measures, he did not underestimate the strength of the insurgents or the tenacity of their purpose to fight as long as possible. He apparently has little hope that Aguinaldo and the other Tagal leaders will yield without fighting as long as they can, even in the face of the information that an army of 65,000 men is being sent against them.

It does not appear that Admiral Dewey entered into details as to what kind of government should be given the islands permanently, beyond saying that they ought to be given as large a measure of self-government as the people in the different islands were capable of sustaining, for what he said was chiefly on the first step which he considered necessary—the restoration of peace and order.

While the President took all the time that he could for the conference behind closed doors with Admiral Dewey, he had so much to do in preparation for his departure on his western strip tonight that he could not complete the conversation, and finally adjourned it until his return from the West a fortnight hence, when he will talk with Admiral Dewey and the civilian members of the Philippine commission, who will all then be here, about the future government of the Philippines. Admiral Dewey, however, has shown no disposition to advise that the United States should withdraw from the archipelago, but, on the contrary, favors the maintenance of our authority over the Philippines.

The statements made by Admiral Dewey to the President today of most immediate importance—those relating to a change in the military command of the Philippines—are carefully guarded by those administration men through whom information about the interview transpired; but it seems evident that Admiral Dewey said to the President what he has said to other men here, that General Otis was not the best man for the work of suppressing the rebellion; that it ought to be a man capable of directing the aggressive operations necessary by land and sea in a large and vigorous way; although he was careful to disclaim any personal feeling against General Otis, and to praise his honesty and industry.

Schooner on Shovelful Shoal.

HIGHLAND LIGHT, Mass., Oct. 5.—A two-masted schooner went ashore on Shovelful shoal early this morning. Captain Eldredge and the crew of the Monomoy life saving station have gone to the assistance of the vessel. The craft is heavily laden. The name of the schooner was not known when the life savers started.

Fleet Sails for Hampton Roads.

NEW YORK, Oct. 5.—Cruisers New York, Brooklyn, New Orleans and Vixen and battleships Indiana and Massachusetts passed out by Quarantine at 12:17, bound for Hampton Roads.

AROUND RHODE ISLAND.

Hon. Charles D. Kimball did the expected yesterday by announcing that he would accept the Republican nomination for mayor of Providence. Mr. Kimball is a representative in the General Assembly from Providence. He was born in that city and is in his forty-first year. He is a member of the firm of Kimball & Colwell, pork packers. There will, of course, be nothing in the nature of a campaign until after the city conventions, at which Mayor Baker and Mr. Kimball will be named as opposing candidates.

George Battey, a farmer whose place is in Coventry, about a mile from Washington village, is in a precarious condition at his home, suffering from the injuries inflicted by an angry bull last Saturday afternoon.

By a decree of the appellate division of the supreme court, issued yesterday in the case of the Providence Engineering Works vs. the Iron Molders Protective and Benevolent Union, No. 41, the motion of the complainants for a temporary injunction is denied and dismissed. This case was one which called out a good deal of interest among labor union men and manufacturers. The engineering works practically claimed that through the machinations of the molders, who were out on strike against certain foundries in Providence, it was unable to get its work cast outside of the state. The engineering works alleged that the molders' union interfered in other foundries, and its members made threats of striking if the union men were asked to do this work. The claim was practically that its patterns were boycotted. It asked the court to grant an injunction restraining the molders from interfering with its business. This has been denied.

4th Annual Reduction Sale!

PIANOS.

On MONDAY, OCT. 2, we commence our fourth annual sale of fine pianos that have been rented only during the past summer

—AT—

GREATLY REDUCED PRICES.

These are not old and badly worn instruments, but were entirely new this spring and cannot be told from new ones. We shall make no false representation and every piano will be sold and warranted as represented. Our stock is very large and consists of these noted makes:

STEINWAY, GABLER, HARDMAN, STANDARD and SINGER.

Special Inducements to Cash Customers. Old Pianos Taken in Exchange. Will Sell on Easy Instalments. Call Early and Secure a Bargain.

OPEN EVENINGS.

BARNEY'S MUSIC STORE,

154 Thames Street.

TRAVELERS' DIRECTORY.

New York, New Haven & Hartford Railroad.

EASTERN DISTRICT.

Time tables showing local and through train service between all stations may be obtained at all ticket offices of this company.

On and after Sept. 24, 1899, trains will leave Newport for Boston, Terminal Station, week days, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, e9:15 p. m. Return, 6:42, 8:42, 10:12 a. m.; 12:42, 2:42, 3:47, 4:42, a6:00, 6:42 p. m. MIDDLETOWN AND PORTSMOUTH, 7:00, 9:00 11:00 a. m.; 1:00, 3:00, 5:00, e9:15 p. m. PORTSMOUTH GROVE (flag stop), 7:00, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00; 6:05 p. m. BRISTOL FERRY, TIVERTON, FALL RIVER and TAUNTON, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, e9:15 p. m. MIDDLEBORO, 8:20, 11:00 a. m.; 1:00, 3:00 5:00 p. m. HYANNIS, 8:20, 11:00 a. m.; 1:00, 3:00 p. m. PROVINCETOWN, 1:00 p. m. PLYMOUTH, 11:00 a. m.; 3:00 p. m. NEW BEDFORD, 8:20, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. FITCHBURG and Stations on Northern Division, 8:20, 11:00 a. m.; 3:00 p. m. LOWELL, 11:00 a. m.; 3:00 p. m. COTTAGE CITY, 11:00 a. m. PROVIDENCE, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, p. m. Return 7:30, 9:30, 11:30 a. m.; 1:30, 3:30, 4:30, 5:30, a6:30 p. m.

SUNDAYS for BOSTON, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 6:27, 8:15 a. m.; 12:15, 4:28 p. m. For PROVIDENCE, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 7:30, 9:30 a. m.; 1:30, 5:30, 6:30 p. m. For PORTSMOUTH GROVE, 7:00, 11:00 a. m.; 3:00, 5:00, e9:15 p. m. For MIDDLETOWN, PORTSMOUTH, BRISTOL FERRY, TIVERTON, FALL RIVER, SOMERSET, DIGHTON, NORTH DIGHTON, WEIR VILLAGE and TAUNTON, 7:00, 11:00 a. m.; 3:00, 5:00, e9:15 p. m. NEW BEDFORD, 7:00, 11:00 a. m.; 5:00 p. m.

a Boat from Fall River.
e Wharf Station.

A. C. KENDALL, Gen'l Pass. Agent, Boston.
C. PETER CLARK, Gen'l. Supt., Boston.

TRAVELERS' DIRECTORY.

Jamestown & Newport Ferry Co.

FROM FOOT OF MARKET SQUARE, NEWPORT.

On and after October 5, 1899,

Steamer Conanicut or Beaver Tail

Will run as follows:

Leave Jamestown—6:15, 8:15, 10:00, (U. S. Mail); 11 a. m.; 12:30, 2:00, 3:30, 5:00, (U. S. Mail); 6:00 p. m.

Leave Newport—6:45, 9:30, 10:30, (U. S. Mail); 12:00 a. m. 1:30, 2:30, 4:30, (U. S. Mail); 5:30, 6:30 p. m.

SUNDAYS.

Leave Jamestown—9 a. m.; 12:30, 4 p. m.
Leave Newport—9:30 a. m.; 1:00, 4:30 p. m.
Subject to change without notice.

OFFICIAL TIME TABLE.

NEWPORT & FALL RIVER STREET RAILWAY COMPANY.

IN EFFECT, SEPT. 27, 1899.

Leave Fall River for Newport—**6:15, **6:15, 7:45, 8:45, 9:45, 10:45, 11:45 a. m.; 12:45, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, *6:15, 6:45, 7:45, 8:15, 9:45, *10:45 p. m.

Leave Newport for Fall River—**7:15, 8:15, 9:15, 10:15, 11:15 a. m.; 12:15, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, *5:45, 6:15, *6:45, 7:15, 8:15, 9:15, *10:45 p. m.

*To Portsmouth car house only.
**Not run Sunday.

Running time between City Hall, Fall River, and Newport, 90 minutes.

Last car for Fall River leaves Newport (Bull street) at 9:15 P. M.

Last car for Newport leaves Fall River at 8:45 P. M.

Last car for Portsmouth car house leaves Fall River at 10:15 P. M.

Last car for Portsmouth car house leaves Newport at 10:45 P. M.

More frequent trips will be run Saturdays, Sundays and holidays when pleasant.

Subject to delays, changes and corrections without notice.

Office at Portsmouth, R. I., is connected with long distance telephone. Special cars may be had upon application at the office of this company or at the office of the Globe Street Railway Co., at Fall River.

R. S. GOFF, General Manager.
R. H. FILLMORE, Jr., Superintendent.

For Block Island.

Steamer G. W. Danielson, Captain Dodge, will leave Commercial wharf daily, except Sunday, at 1:20 p. m. Returning, leave Block Island at 7 a. m. Weather permitting.

OCEAN STEAMSHIPS.

Boston & Philadelphia Steamship Co.,

FROM

Fall River to Philadelphia Direct,

Every Wednesday and Saturday,

At 6 P. M., connecting at Philadelphia with all rail and water lines to the south and west. Close connections made with all points on the N. Y., N. H. & H. Railroad.

Quick Despatch. Prompt Delivery.

Mark goods WINSOR LINE.

For rates and other information apply to
J. H. JORDAN, Agent N. Y., N. H. & H. R. R.
or to H. J. Jernegan, Agent,
Derrick Wharf, Fall River.
E. B. SAMPSON, Gen'l. Manager, Boston, Mass.

DOMINION LINE

Fast Twin-Screw Service.

Boston to Queenstown and Liverpool

Palatial Steamers, Modern, Safe, Fast. Average Voyage under 7 days.

Sailing from Pittsburg R. R. docks, Boston, as follows: New England, Sept. 27, Oct. 25, Nov. 22, Dec. 20. Canada, Oct. 11, Nov. 8, Dec. 6, Jan. 3. Dominion, Dec. 27.

Reduced Rates. Saloon passage $50 and upwards.

Second cabin $37.50. Third class $25.50.

For passage plans and information apply to the company's office, 103 State street, Boston, Mass., or Geo. Denniston, Newport, R. I.

Providence, Fall River & Newport

STEAMBOAT CO.

On and after Sept. 18,

LEAVE NEWPORT FOR

Providence

Week days, 8 a. m. Leave Providence, week days, 4 p. m.

Mondays and Saturdays only stop at Prudence each way. Stop at Conanicut Mondays only each way.

Excursion Tickets, only 90 cents.

B. BUFFUM, Supt. Transportation.
ARTHUR H. WATSON, President.

FALL RIVER LINE.

For New York, the South and West

Steamers PRISCILLA and PURITAN. A fine orchestra on each.

Leave Newport Week days at 9:15 P. M., Sundays 10:00 P. M. Due New York 7:00 A. M.

Returning, the steamers of the Providence Line perform the service to Newport week days, leaving New York from Pier 18 North River, at 5:00 P. M. Due Newport 2:30 A. M., leaving at 3:15 A. M. for Providence. On Sundays from New York the Fall River Line steamers perform the service to Newport. Due Newport 3:30 A. M., leaving at 4:00 A. M. for Fall River.

For tickets and staterooms apply at New York & Boston Despatch Express office, 272 Thames street, J. L. Greene, Ticket Agent.

J. H. JORDAN, Agent, Newport, R. I.
O. H. TAYLOR, Gen'l, Pass'r. Agent, New York.

Newport & Wickford Railroad and Steamboat Co.

"The Wickford Route." June 17, 1899.

LEAVE	A M	A M	P M	A M	P M	P M
Newport,	7:05	10:00	1:20	4:10**	7:35*	11:15
Providence, arr.,	8:50	11:50	3:18	5:55	9:54	....
Boston, arr.,	10:15	1:15	4:25	7:00	11:00	....
New York, arr.,	1:50	4:30	6:57	11:00	B.	6:55
	P M	P M	P M	P M	P M	A M
LEAVE	Night	A M	A M	A M	P M	P M
New York,	*12:03	....	5:00	10:03	1:02	5:00
Boston,	12:03	6:45	10:33	1:02	3:56	7:00
Providence,	1:23	8:07	11:18	2:07	4:10	8:17
Newport, arr.,	3:35	9:40	1:00	4:00	6:40	10:36
	A M	A M	P M	P M	P M	P M

*Daily.

B Washington Express due Harlem River Station, N. Y., 2:15 A. M.; Philadelphia, 6:40 A. M.; Baltimore, 9:37 A. M.; Washington, 10:43 A. M.

**Through train between Wickford Junction, Philadelphia, Baltimore and Washington without change.

For tickets and drawing room chairs apply on steamer General, Commercial wharf, or at the Transfer Co.'s office, 50 Bellevue avenue.

O. U. COFFIN, Agent, Newport.

PIANOS AND ORGANS.

Closing Out Sale!

AT 172 THAMES STREET.

Formerly occupied by Carr's bookstore.

The Stock and Fixtures of Crandall's Music Store to be sold at less than cost.

Prices cut in half. Pianos, Music, Music Rolls, Instruments, Stationery, etc. Popular Sheet Music at 5c., 10c. and 15c. Sousa's marches only 15c. while they last. The first comers will get big bargains.

A Bargain in Piano Renting.

Wishing to place those of my pianos for which I have not room in my store I will rent a limited number for the winter at greatly reduced rates. Call and see instruments and get terms before renting elsewhere.

JOHN YARS, 126 Thames Street,
Second store south of Washington square.

WE ARE OFFERING

GREAT BARGAINS IN PIANOS

That have been rented for the season and are now coming in.

JOHN ROGERS,
210 THAMES STREET.

ESTABLISHED 1840

FISCHER PIANOS.

RENOWNED FOR

TONE and DURABILITY.

THE WONDERFUL POPULARITY ENJOYED BY THE

FISCHER PIANO

FOR THE PAST FIFTY-NINE YEARS IS WITHOUT A PARALLEL IN THE HISTORY OF THE PIANO WORLD. DURING THIS PERIOD OVER

107,000

PIANOS HAVE BEEN MANUFACTURED BY THIS FIRM.

Grand and Upright Pianos

IN RARE WOODS AND CHASTE DESIGNS WRITE FOR ILLUSTRATED CATALOGUE.

J. & C. FISCHER,
33 Union Square, West, between 16th and 17th Sts., New York,
—OR—
MANN & ECCLES,
347 Westminster St., Providence, R. I.

RUN INTO ONE ANOTHER.

DID YOU EVER NOTICE WHEN READING, ESPECIALLY AT NIGHT, HOW THE LETTERS RUN INTO ONE ANOTHER? CLOSE YOUR EYES FOR A MOMENT; DRAW ON THE RESERVE FUND OF YOUR NERVOUS ENERGY; THE LETTERS BRACE UP, AND YOU READ AGAIN WITH EASE. A MOMENT LATER COMES ANOTHER CALL FOR NERVE FORCE. WHY NOT LET GLASSES DO THIS WORK AND USE THE WASTED POWER TO RELIEVE HEADACHE AND OTHER ATTENDANT ILLS.

EXAMINATION FREE BY

A GRADUATE OPTICIAN,

H. A. HEATH & CO.,
Jewelers and Opticians. 162 Thames St
NEWPORT, R. I.

Outing Flannels.

A large assortment of outing flannels at 6 1-4c. per yard.

White Shaker Flannel, 20 yards for $1.

Our lines of Kid Gloves for fall are now complete.

A bargain in Blankets at $1 per pair.

Wm. B. Sherman, Jr.,

204 THAMES STREET.

PECKHAM, WARNER & STRONG,
Counsellors-at-Law.
Cable Address: "Counsel."
70—78 Trinity Buildings, New York City
New Jersey Office, Westfield, N. J.

REFERENCES BY PERMISSION:
Ex-President Cleveland; First National Bank of Chicago, Lyman J. Gage, Pres.; American Bank Note Company; U. S. Guarantee Co.; and American Exchange National Bank of New York, Dumont Clarke, Pres.

Eclipse Coaster and Brake.

I am now prepared to apply the coaster and brake to any wheel, the very latest 1900 model, for $10. Call and see it.

Geneva Bicycles, $30,	now $22.50
Newport Bicycles, No. 2, $25,	" 20.00
Conqueror Tires, $4,	" 3.00
Newton Tires, $4,	" 3.00

All kinds of repairing, brazing and vulcanizing at the lowest prices. Work guaranteed.

103 THAMES STREET.

Geo. W. Smith,
MACHINIST AND GENERAL JOBBER.

A SIX-FOOT RAW-HIDE STRAIGHT WHIP,

25c., 5 for $1.00.

George Gratrix,
TRUNK AND HARNESS STORE,
90 BROADWAY.

School Children's Supplies At CUT PRICES.

THE CITY NEWS CO.
241 THAMES STREET.

The Muenchinger-King and Hill Top Cottages.

NEWPORT, R. I.

Families or private parties, transient or permanent, accommodated at the above cottages, opposite Newport Reading Room.

BELLEVUE AVENUE.

WINTER BOARD.

A few rooms now vacant at Nason Cottage. Sanitary plumbing, hot water heat, house comfortable and pleasant.

GEO. NASON, 20 Mill Street.

Desfossez House,

DRESSER STREET.

Beautiful location near the bathing beach and Cliff walk, and within a short distance of Bellevue avenue and the Casino.

Apartments elegantly furnished. Accommodations for 75 guests. First-class attendance. Terms moderate.

LEONARD'S

Newport Steam Laundry

And Carpet Beating Works,

J. D. RICHARDSON, Agent, 300 Thames street.

Orders may also be left at Peckham & Manchester's, 98 Broadway. Telephone Connection.

CHAMPION'S LINE

Naphtha Launches, Sail and Row Boats

TO LET BY THE HOUR, DAY OR WEEK.

28 Kinsley's Wharf. Telephone.

PRINTING AT DAILY NEWS JOB OFFICES

MRS. JANE JENKINS

Residing at 18 Hamilton Street, Brockton, Mass.,

SAYS SEMIT TABLETS IS THE BEST MEDICINE IN THE WORLD.

Semit Chemical Co.—Gentlemen: Semit Tablets is the best medicine in the world. I think so and say it truthfully, because these little tablets did me so much good. Before I took them I had a gone, faint feeling in my stomach. I could not sleep nights, my food did not digest, and I suffered terribly from constipation. Everything I ate gave me a sour stomach or heartburn. My trouble began about three years ago and continued to grow worse until I began taking Semit Tablets. I consulted several physicians in this city, but they did not seem to give me any permanent relief. I commenced to take Semit Tablets in February, and found relief at once. I continued to take the tablets as directed, and have improved to such an extent that I can now digest my food properly, and I enjoy the best of sleep. I have no trouble with my bowels, and I now feel as well as I ever did. My son was troubled with fulness after eating, and he found relief at once in Semit Tablets. I have recommended your Semit Tablets to my friends, and every one of them says they are a good thing and that they would not be without them. I am pleased to recommend Semit Tablets to any one, suffering from troubles of the stomach, liver or bowels, and I feel it is my duty to recommend them. Yours truly,

MRS. JANE JENKINS,
18 Hamilton St.,
Brockton, Mass., June 5, 1899.

Semit Tablets are sold by all druggists, 10c, 25c, 50c. Refuse substitutes.

GROCERIES.

Something New and Nice.

HAM ROLL

—OR—

BONED HAM

We are having great succes with this article.

It is simply ham with the bone removed, and so prepared that it can be sliced nicely. To be boiled or broiled the same as any ham. For boiling it has no equal. Try it.

12 cents a pound.

—AT—

The Boston Grocery,

Smith's Building, 72 Broadway.

O. F. WILCOX, PROP'R.
TELEPHONE 239-5.

IF you want

CHEESE

That is Soft,
Mild, Rich,
Creamery
and Buttery,

CALL AT

Peckham & Manchester's

BROADWAY.

The Best Flour

That is sold in the city of Newport is the

PURE GOLD BRAND

SOLD BY

PHIL. STEVENS,

Dealer in Meats and Groceries,

48 & 50 THAMES STREET.

J. M. K. SOUTHWICK,

Housefurnishing Goods.

Stoves, Furnaces, Ranges, Tin, Copper and Sheet Iron Workers, Wooden Ware, Brooms and Brushes.

All kinds of Fishing and Sporting Tackle, Netting of every description for Fishing, Fruit, Poultry or Lawn Tennis, Cordage, Twine, Duck, Bunting, Yacht and Boat Galvanized and Brass Hardware, Blocks, Oars, Lanterns, Compasses. Tennis Netting put up at shortest notice.

FLAGS MADE TO ORDER.

Agent for Plymouth Cordage Co., Hazard Powder Co.

U. S. Charts and Other Publications.

183 Thames Street.

"CROOKED" BY DESIGN?

Peculiarities in the Construction of the Cup Challenger.

During the past four or five months, and more especially since the Shamrock's arrival in our waters, there have been chronicled many peculiar things in regard to her, each perhaps insignificant by itself, but taken in conjunction with each other seem to fit as closely as the teeth of a watch to produce a final resultant.

The whole vessel herself has been shrouded in mystery by the envelopment of petticoats up to her first docking a week ago. Each time that it was necessary to haul her out on the other side, and even at her launching, she has been enveloped in skirts to her keel.

At first this seemed permissible, but after the Columbia was framed up and two-thirds plated, it was difficult to understand how in any way Herreshoff could have benefited by any new ideas that young Fife was developing. It was cabled abroad, these petticoats were a necessity to hide Fife's secret and the mystery of her shape, in determination to carry back America's cup.

Since her arrival here the following facts appeared in public press, but not being co-ordinated and combined with the object producing the result, have gradually slipped away from public attention.

Immediately upon her arrival she was surrounded by myriads of reporters, camera fiends, artists and yachting experts. One man carefully noticed that her rudder post was not in the midship, fore and aft line, between her mainmast and jiggermast. Another said that while looking at her from directly forward he found that her two halves were not symmetrical and the port side much fuller than the starboard.

It is unquestionably admitted that the Shamrock was phenomenally fast on her starboard tack, carrying her sail well and standing up to the wind, notwithstanding her enormous spread of clubtopsail, and even better than the Columbia, and at the same time seemed to point higher than any previous challenger that had knocked at our gates.

When she went about she did not seem to carry her sails well, and apparently to slow down and drag. In her run to leeward in one of her practice spins off Sandy Hook in a fresh breeze she rolled off something over 13 knots, which is far in excess of anything hitherto shown by any of the others, except in the bursts of a squall or when kites were not permissible.

It was the original intention that the Shamrock and the Columbia should be docked together in the Erie basin Thursday last. Such, however, was not the case. It was impracticable to get the Columbia ready by that time, and for some reason it was inconvenient for the Shamrock to wait the additional 24 hours, so she slipped in by herself Wednesday evening, thus forcing the Columbia to be docked and burnished elsewhere.

For the first time since her birth the owner of the Shamrock left off her petticoats and showed to the eager, expectant crowd nothing that appeared very phenomenal. An improved Valkyrie III or Defender, perhaps, with a little fuller bow and cleaner run.

As she stood on her keel blocks it was noticed "how badly she was wrenched and twisted in coming over." One side was said to be three inches lower than the other. The enormous fin from which hung 90 odd tons of lead bulb ballast had become buckled, leaving the centre of the weight of the bulb some three or four inches over to starboard beyond her verticle midship line.

If the general public could notice this, how was it possible that such clever men as Fife and Ratsey, Wringe and Hogarth, as well as Sir Thomas, should not have noticed this structural weakness and made some effort to correct it?

Now let us suppose for a moment that this highest type of racing machine had not become wrenched and distorted on her way across, nor in her grounding in the soft mud in towing down to Tompkinsville, but had been actually so designed with one specific object, to bring back the cup at any price and paid for by a man of unlimited means, who could not only afford but would probably have broken her up or sunken her before her method of success had been discovered.

If such a condition of affairs really exists, her bulb over to the starboard, a stern post over to port, the port bow fuller than the starboard, let us examine for a moment if her different conditions of sailing do not warrant that she was so designed, rather than botched. Naturally, without her petticoats her crooked keel would be noticed and her irregular lines commented on by everybody months ago. Had she landed in the same dry dock with the Columbia this peculiarity would have been intensified and shown out in such a pronounced manner that it could easily be noticed.

Now critically examine her sailings, and it is found that these conditions produce the exact peculiarities that have been noticed. When on the starboard tack she has the additional leverage to starboard, to hold her up to the wind, while at the same time, as she buries her full port bow, it naturally forces her to point higher.

On the port tack, while more tender owing to the loss of this leverage, she has the finer lines that give speed in light airs.

In running before the wind it is always optional with the captain in his best judgment as to which side to set her spinnaker to produce the best result.

The main boom is 110 feet long and 18 inches in diameter, while the spinnaker boom is 65 or 70 and only weighs half as much. This difference of weight (both hanging from the lower masthead) naturally heels the yacht over, and with a greater pressure on the side on which the mainsail is to be set, makes the yacht always try to come up in the wind and carry an increasing amount of weather helm as the wind stiffens.

This weather helm, which is necessary to keep a yacht in a true line, is just so much pulling back, by forcing through the water the rudder, that is more or less turned to one side. With the Shamrock, with her bulb hanging to starboard and the main boom to port, the weight of the spinnaker boom in conjunction with its distorted bulb was doubtless figured out to strike a balance between the two.

In the reaches in the races that are to follow, together with the 10-mile thrash to windward, this peculiarity has been counted upon for the result it must produce.

The fact that the unexpected list was not noticeable when the Shamrock lay out at anchor may readily be accounted for by the placing of her main boom in one of the crotches over to port. This particular boom crotch, so wholly unlike those with which Americans are familiar, admits of the boom being placed in any one of four positions, while with us the boom is always crotched directly amidships. By the reasons what they may, for the Shamrock's deformity, it is difficult to accept it as accident and unobserved by those most interested.

If it can be proved that the Shamrock was made "crooked" by design it must be admitted for once that Yankee ingenuity has for once learned a new wrinkle in yacht designing.—[Lieutenant N. J. Halpine, U. S. N., in Boston Post.

A SMOKELESS POWDER CANE.

A unique and suggestive cane, designed for an American officer, has just been completed in San Francisco. It is made of government smokeless powder, and is to be presented to Captain Charles O'Neil of Washington, chief of the bureau of ordnance of the United States navy.

The cane is a beautiful rich brown in color, with a highly polished surface. It is finished with a heavy gold handle, decorated at the curve with a raised and elaborate monogram of the letters "C. O'N." On the end of the handle is the Latin inscription: "Scipio in pace, in bello fulmen" (a staff in peace, a thunderbolt in war). A solid silver ferule encircles the lower end, and upon it is engraved the apt warning, "Cave ignem" (beware of fire).

Well may the owner of this cane beware of fire, for though this particular brown powder, so powerfully destructive when confined in a cannon, is harmless when ignited in the open, it is very inflammable and will burn as readily as celluloid and with much the same effect when a blaze is applied to it. The warning upon the ferule is intended as a caution not to use the cane as a poker. For all ordinary purposes the peculiar stick is both useful and ornamental.

The cane is to be a souvenir of war times from the California powder works, which, with the Du Pont works of Wilmington, Del., furnished all the powder used by the government for both the army and navy. It was made by Will C. Peyton, assistant superintendent of the powder mills, near Santa Cruz, the inventor of this special brand, and one of the greatest expert makers of explosives in America.

Government smokeless powder, gun cotton or pyro-cellulose, by any of which names the material in the cane may be called, is made of common cotton waste, such as engineers use about machinery. This is washed, picked and dried, and then it is dipped and mixed in sulphuric and nitric acids and becomes pyro-cellulose. It is again washed, and then it is converted into pulp. Next it is dehydrated with alcohol, mixed with ether in a macaroni mixer until it is thoroughly incorporated with the alcohol and ether, and finally it is pressed out into the cylindrical form in which it is to be used in the big guns. After all these delicate processes, requiring skill and experience on the part of the powder makers, it is carefully dried for 35 or 40 days. Such was the history of this cane, the 3-inch cylindrical pieces of brown powder was nicely drawn out over a brass rod and carefully rounded and tapered. Then it was allowed to dry for five weeks.

When the plain, innocent-looking brown stick was brought to this city to be mounted the goldsmiths refused to handle it, after they were informed that with just such stuff two Spanish fleets were destroyed by the American navy. They were reassured, however, when smaller pieces of the same material were burned in their presence and were shown to be harmless.—[San Francisco despatch.

THE FASCINATION OF THE DREYFUS CASE.

Why is it that Dreyfus has become the human unit whose fortunes interest all mankind? It is not in his personality. When I began this character sketch I thought of confining myself solely to an attempt to delineate the character of the man. But that, I speedily found, would have interested nobody. For the man himself is very much as other men. Brave, intelligent, ambitious, and devoted to his family, he is suddenly struck down in the midst of his career, in the prime of his early manhood by an overwhelming catastrophe. Stunned by the terrific force of the blow, he can only ejaculate passionate asseverations of his innocence which, however, soon became inaudible in the vast silence of the waste of waters amid which he is buried alive in his solitary cell. Racked by disease, tortured by savage resentment against his unknown foe—whenever the door of his dungeon opens, even for a moment, we hear the same plaintive cry of innocence, the same impassioned appeal for justice and for vengeance. Then the door is shut and all is silence once more.

At last, after five years, Dreyfus, prematurely aged, gray-haired before 40, is exhumed from his living grave and restored to the light of day. For a month he stands at bay before his persecutors and calumniators, the cynosure of every eye in the court, the centre of the interest, the curiosity and the sympathy of the world. It is the same Dreyfus. Again and again he asserts his innocence. Again and again he appeals for justice. Always he presents the one unvarying spectacle of the injured victim, confronting with indomitable will and unfaltering intelligence all the machinations of his enemies. All that is very fine, very inspiring, and very useful as a spectacle for the cultivation of the higher emotions, but in itself it is not sufficient to explain the world-wide fascination of the affaire.

Dreyfus is interesting not so much as a character as a victim. When a workman caught in a cog-wheel is drawn into the midst of the revolving machinery by the wheels of which he is being torn to pieces, the spectators are not much concerned about the idiosyncrasies of the individual. Their first thought is of the machine and how it can be stopped. And if the men in charge of the machine are callous or indifferent, the question of their inhumanity and brutality becomes far more important than the personality of the man in the clutch of the machine.—[W. T. Stead, in the Review of Reviews.

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FINANCIAL.

NEW YORK, Oct. 5.—Wall Street—The stock market opened weak, with American Steel & Wire at 48¼; Atchison preferred 62¼; Burlington 128¼, Continental Tobacco 42, Federal Steel 53¼, Leather 13, Leather preferred 77½, Louisville 77¼, Manhattan 108, Missouri Pacific 44¼, Brooklyn Transit 80¼, Northern Pacific 60¼, People's Gas 108⅝, Rock Island 112, Sugar 141½, St. Paul 123⅝, Southern preferred 50⅛, Tobacco 119, Union Pacific 42⅝, and Union Pacific preferred 75¾.

10—Prices fell throughout the list at the opening in sympathy with the depression in London on the outlook for war. The specialties led the decline; Sugar, Brooklyn Transit, Leather, People's Gas and Steel & Wire losing about a point or upwards. Losses in the railroads were confined to fractions extending to ¾ in Louisville, American Tobacco and Tennessee Coal rallied from the opening decline.

11—The narrowness of the market encouraged the bulls to bid up prices. The specialties responded most notably, Lackawanna, Pullman, Sugar, American Tobacco, the local shares and metal properties rising one to 2½. Among the railroads, Burlington headed the movement with a rally of 1¼, Delaware & Hudson the same, but the others averaged ½. Prices generally rose above last night's level. There was some increased dullness towards 11 o'clock and a few stocks lost ground, Tennessee Coal reacting 3½.

Noon—Money on call, strong, at 10 @ 12 per cent; prime mercantile paper, 5½ @ 6; sterling exchange, firm, at $4.85½ @ ¾ for demand and at $4.80¾ @ 1 for 60 days; posted rates, $4.81½ @ 3 and $4.86½; commercial bills, $4.80 @ ½; silver certificates, 59 @ ½; bar silver 57⅞; Mexican dollars, 47; government bonds, weaker. The market became irregular, the industrials declining sharply. Standard shares, on the other hand, rose slightly, Louisville crossing 78. Sugar, Brooklyn Transit and Tennessee Coal reacted to one point below last night. The market was almost stagnant. Sales to noon, 166,924.

NEW YORK, Oct. 5.

	Noon.
Atchison	20½
Atchison preferred	62¼
Canada Southern	52⅞
Chicago, Burlington & Quincy	129¼
C., C., C. & St. Louis	51
Delaware & Hudson	123
Delaware, Lackawanna & Western	190
Erie	12¾
Illinois Central	112¼
Lake Shore	200
Louisville & Nashville	77½
Manhattan	105⅛
Metropolitan Traction	195¼
Missouri Pacific	44½
Missouri, Kansas & Texas	12¼
New Jersey Central	119
New York Central	133⅜
Northern Pacific	51⅝
Northern Pacific preferred	73
Northwestern	161
Ontario & Western	24⅜
Oregon Navigation	41
Reading	21½
Rock Island	112
St. Paul	123⅞
St. Paul preferred	171
Southern Pacific	37
Texas & Pacific	18½
Union Pacific	42⅝
Wabash	7½
Wheeling & Lake Erie	12⅝
Adams Express	114
Wells, Fargo Express	130
American Spirits	5
American Tobacco	119¾
Continental Tobacco	42¼
Continental Tobacco preferred	92
General Electric	117
Lead	28½
Pacific Mail	39
Pullman Palace Car	183
Sugar	141½
Tennessee Coal & Iron	114½
Leather	13
U. S. Rubber	48½
Western Union	87⅞

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A concession obtained by the club women of Chicago from the owners of large business buildings where women are employed in the different offices has aroused the New York women to action, and the different women's clubs of the city are to agitate the question at the very beginning of the club year.

There are just as many women employed in the downtown skyscrapers of our metropolis as there are in Chicago, but with the exception of the telephone and one or two of the larger insurance companies there is no room set aside where women can retire for rest during the noon luncheon hour.

As the number of women employed in these big buildings is constantly increasing, and the number of buildings being put up seems endless, the club women have determined to accomplish what their Western sisters have for the comfort and relaxation of the great army of working women.

All the new buildings in Chicago are providing what they call "lunch and rest rooms" for the women employed in their different offices. In fact, so popular has become this new departure that there is quite a spirit of rivalry among the different landlords as to which one shall possess the largest and best appointed of these new rooms.

The rest room first designed by the pioneer building in this movement in Chicago still remains the model, though it is being hard pressed for second place by the architects of the buildings in course of erection.

This room, which may serve as a suggestion for future guidance, is certainly one which would make any tired woman feel that she had indeed found a haven of rest when she entered it. The floor is tiled with white, and a large rug in soft, rich Turkish colorings covers the floor. The walls are tinted sage green and are brightened by good carbon prints and etchings, neatly framed. Even curling tongs in an electric heater are provided, and a full length mirror enables the women to know whether their gowns hang in the correct folds or not.

Some of the women in the buildings in Chicago have organized into clubs, and the noon hour, instead of meaning to a poor, tired woman an hour of walking the streets for air and exercise, or the worse alternative of sitting in a straight back office chair, means under the new régime an hour of social converse, some gossip, the soupcon of a scandal, the leisurely perusal of a good book or just absolute relaxation and laziness.

No woman except one who has had the hard experience of whole days in a business office knows what those hours of hardship mean to even the most robust and advanced of women. Many argue that if a woman must do, or will do, a man's work she must take all the discomforts that the men do. Then, again, others declare that women in certain branches of business today are indispensable, in which case the providing of resting rooms would seem to be necessary.

Men can, if they choose, when they go out to lunch, go to the hundred and one places which are provided with all the comforts they could possibly desire. As no such place is in existence at the present moment in the downtown business portion of New York whereby the luncheon hour is made anything but a drag and weariness for working women, the movement to be set on foot by the New York club women should meet with success.

All they propose to ask of the landlords of those wonderful business buildings of New York is to set aside one room on one of the floors especially for the use of the women working in the buildings. It can be furnished at very little cost, and in a short time the women themselves will club together and add the little womanly touches to it which every room needs where women gather together.

The men themselves would welcome this innovation, as it would certainly simplify matters for them, when it was a question of engaging and afterward keeping a typewriter. The better class of women would apply for positions in buildings thus equipped and when once obtained there would be more incentive to retain them.

SWEDISH INDEPENDENT POLITICAL CLUB.

A number of Swedish voters met Tuesday evening to discuss politics, and the meeting decided to organize on the spot as the Swedish Independent Political Club. This was done, and the following officers were elected:

President—Charles Schultz.
Vice President—J. M. Ericson.
Secretary—A. J. Holm.
Treasurer—F. Lindh.

There was some discussion over reports that G. Mueller had been representing himself as the leader of the Swedish voters, and it was decided to publicly announce to the people of Newport that Mr. Mueller has not been prominent in any political work among the Swedes and is in no sense a leader among them, either now or in the past; that they have, in fact, no leader in politics, as the Swedes have heretofore acted as individuals, and the formation of this club is the first concerted political action ever taken by men of that nationality.

Among the members of the club are A. J. Holm, Charles Schultz, Henry Johnson, F. Lindh, John M. Ericson, G. Stanholm, Bent A. Nelson and August Svenson.

Arrangements are being made for a mass meeting to be held in St. George's hall on the evening of October 13, to which all Swedish voters will be invited.

STATE OF OHIO, CITY OF TOLEDO, LUCAS COUNTY, } ss.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.
FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.
A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.
Hall's Family Pills are the best.

FOR THE FUNERAL OF ARCHIBALD B. SAYER.

A special meeting of the school committee was held last evening to take action upon the death of Archibald B. Sayer, one of its members. In the absence of Dr. C. E. Barker, Colonel J. W. Horton was chosen chairman pro tem, and a committee consisting of Rev. E. H. Porter, Colonel H. C. Stevens, Jr., and Colonel J. W. Horton was appointed to prepare suitable resolutions. Messrs. R. C. Bacheller and G. S. Perry were appointed a committee to secure a floral tribute, and it was voted that the members of the general committee attend the funeral services in a body. On motion of Mr. William P. Clarke, it was voted that there be only one session of the schools Friday to allow the teachers to attend the funeral.

Public services will be held at Trinity Church tomorrow afternoon at 2 o'clock, which Excelsior Lodge and Aquidneck Encampment, I. O. of O. F., Coronet Council, Royal Arcanum; the public school committee and other bodies of which the deceased was a member will attend. The funeral service of the Protestant Episcopal Church will be conducted by Rev. Henry Morgan Stone, rector, and Rev. E. J. Dennin, assistant rector of the church, and the Odd Fellows will conduct their burial service. It is expected that a number of the members of the Grand Lodge of Rhode Island, of which the deceased was a member, will be present and take part in the Odd Fellows' ritual.

MIDDLETOWN.

[Regular correspondence of the News.]

A company including more than 80 persons gathered at a Woman's Christian Temperance Union parlor meeting last evening with Mr. and Mrs. B. W. H. Peckham. The following program told of some of the work done and why there is need of more workers: Piano voluntary; responsive reading of Scripture; prayer; poem, "What is the Woman's Christian Temperance Union;" reading, "Why we Belong;" song, "We Belong;" poem, "War's Aftermath;" reading, "The First Fruits of Empire;" song, "Make it Count;" poem, "Her Answer;" dialogue, "Ole's Advice;" reading, "Prohibition in Maine;" song, "Home Protection;" reading, "The Last Sabbath;" song, "Beware of the Fire;" offerings; remarks; reading, "The Nineteenth Century Queen;" song, "Press On and On."

The evening closed with refreshments, a social time and a promise of new members.

The Oliphant Reading Club will hold the first meeting of the season with Mrs. William P. Manchester Friday afternoon.

Mrs. James R. Chase, Miss Anna R. Chase, Miss Marion Chase, Miss Charlotte Chase, Miss Anna Coggeshall, Miss Rachel Anthony and Mrs. William P. Manchester have returned from a two weeks' stay in St. Johnsbury, Vt., and Littleton, N. H.

Mr. Lionel H Peabody has gone to Boston for a week.

Mrs. E. M. Cobleigh is guest of Mrs. James Barker on Paradise avenue.

Mrs. Nathan Brown is entertaining friends.

Mrs. Benjamin Howland, Jr., of Brooklyn is guest of Mrs. Restcom S. Peckham, Jr., for a few days.

Mr. Frank Burgess of Providence is guest of Mr. and Mrs. J. Overton Peckham on Wapping road.

PORTSMOUTH.

[Regular correspondence of the News.]

Students from Portsmouth at the Newport Business College are Misses Emma Sherman, Sarah Brown and Josephine Brazil and Messrs. Jeremiah Sullivan, William Lawrence, Clifton Holman and William Martin.

Mr. and Mrs. George Butts, Mrs. Butts being formerly Miss Elenora Thompson and for some time a public school teacher in this town, have secured a very desirable position in Woodstock, Conn., upon the farm of Judge Catlin, who will make his home with them. Their application for the place was the sixty-first in number and the judge told Mrs. Butts that her letter applying for the situation was the first of that number in which the spelling was correct and the writing legible; hence they secured the place. They have sold their business in Dartmouth, Mass., and have already gone to Woodstock.

Mrs. George A. Faulkner, Mrs. A. V. L. Dennis, Mrs. Perry G. Randall, Mrs. David B. Anthony and Miss Lulu Carter spent Wednesday in Fall River as guests of Mrs. Mary Briggs.

Two cows were killed on the railway Tuesday night, instead of one. They were coming out of a gateway.

Mr. and Mrs. George Grinnell have gone to Hope to visit their granddaughter, Mrs. John N. Geisler.

The conductors and motormen of the electric railway who make their homes in Portsmouth have until last week had the run from Newport to Fall River and back. By recents orders Fall River men take the cars from Quaker hill, Tiverton, to Fall River and back. This gives the Portsmouth men many hours less work, lessens the number of men employed, and consequently takes much money in the way of board and house rent from this town, the result being a general feeling that Fall River is served at the expense of Portsmouth, and the petitions now being circulated are to serve the interests of the latter in the directions named.

The large dredger which has been in use at the railroad bridge has been returned to New York, as the work for which it was secured has been completed.

Rev. John McCalman of Swansea administered the rite of baptism Sunday to two candidates.

AT THE STATE FAIR.

The feature of the opening day of the State Fair next week will be the circuit bicycle meet, at which leading professionals and amateurs of the country will compete. The meeting will be held under the sanction of the National Cycling Association, and will be the final champion bicycle meet of the year.

The one-mile national championship will be the strong feature of the professional events, which comprise in addition a two-mile and a five-mile handicap. Tom Cooper, champion of the country, will be present as a participant in the races; also such well known crack professionals as Kaiser, Kimball, Walthour and others.

The amateur events consist of a one-mile novice, one-mile open, and one-mile handicap races. Among the cracks who will compete in the latter are Collett, Kutz, Hansman, Cadwell, Lake and Schofield; Harry Elkes, champion long distance rider of the world and holder of the record up to 32 miles, has been engaged to give a five-mile exhibition in which he will use his motor tandem. He will also appear in a special event, a race of one mile against a horse with a two-mile record, or something near that figure. In this event, Elkes will be paced by a motor tandem up to a three-quarter mile, when the pace will be dropped and Elkes and the horse will go down the home stretch in what will probably be a neck and neck finish. Elkes has also entered the sprint races, which will be his first appearance for years in racing of this kind. Another feature of interest to visitors is the race between motor tandems.

ROYAL BAKING POWDER

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Makes the food more delicious and wholesome

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TWO WEDDINGS.

At Emmanuel Church rectory last evening Mr. Clarence C. Alger, engineer's yeoman on the Manhattan during the late war, was married by Rev. E. H. Porter, to Miss Etta Murberg, daughter of Mr. John Murberg. The bridesmaid was Miss Minnie Murberg, sister of the bride, and the best man was Mr. John Tennant, bugler on the Manhattan. The newly married couple will reside on Walnut street.

A pretty wedding took place at noon today at Channing Memorial Church, Rev. George W. Cutter officiating. The bride was Anna Simpson Crandall, daughter of Mr. Charles Crandall, and the groom, Dr. John H. Sweet, Jr. The bride wore a dark blue traveling suit and carried a bouquet of bridesmaid roses. She was given away by her father. The duties of best man were performed by Dr. F. E. Dawes, and the ushers were Charles W. Crandall, brother of the bride, and Mr. Benjamin F. Dawling, 3d. The bride was attended by her two sisters, Miss Alta Crandall and Miss Sadonia R. Crandall, who were gowned in white organdie and carried bouquets of pink roses. The newly married couple, who left for Boston on their wedding trip, were the recipients of many useful presents.

RAPID WORK IN LAYING SIDEWALKS.

The work of laying the granolithic sidewalks proceeds apace. On Bridge street the foundation work is in and nearly all the surfacing west of the railroad track, with some to the east, is done. In the Second ward the foundation work has extended from Oak street to Bay View avenue, and today the surfacing began at Oak street. From Gould street out the walk will be only six feet wide, and here rapid progress can be made. In the Third ward the foundation work is done from Charles street to past the Smith block, and the surfacing from Charles to Marlboro. All this section has very wide walks, and takes much time. In the Fourth ward the foundation work extends from Pope to Fair streets on the east side of Thames, and yesterday work on the surface coat began at Thames and Young streets. In the Fifth ward the foundation work is down to Dixon street, while the sidewalk is complete, on the west side, from Pope to Holland streets. There is still a scarcity of finishers and it was necessary to stop work on Spring street to begin work on Thames street. Enough men have been trained in the mixing and preliminary work to proceed in all five wards, but skilled finishers are needed to put on the last touches and make the work complete.

LOCAL BRIEFS.

—Rev. Father Meenan of St. Mary's Church has gone to Canada for a vacation.

—Pretty fair catches of mackerel are being made by some of the men who go out in small boats.

—Miss Mary McNulty of Elizabeth, N. J., is visiting her sister, Mrs. E. A. Eldes, on King street.

—Mr. H. P. Whitney's 30-footer Dorothy has gone to Bristol, leaving the Racoona the only remaining representative of the fleet of racing thirties.

—A. O'D. Taylor has let for Mrs. Fratonia Parkhurst her furnished house at the corner of Cottage and Redwood streets to Lieutenant James H. Reed, U. S. N., and Lieutenant George G. Mitchell, U. S. N.

—Rev. Frank Rector of Fitchburg, Mass., who is to lecture at the Second Baptist Church this evening on "A Sunday with the Mormons," will also speak tomorrow evening at the Central Baptist Church, Clarke street.

—Mr. and Mrs. James H. White and L. Mayer of New York, E. A. Gore of Worcester, J. E. Gorman of Nashua, N. H., H. P. Crane of Rochester and B. T. Wheaton of Providence are registered at the Perry House.

—"Beyond the Rockies" was the play presented by the Waite company at the Opera House last evening. There was another large audience, and the acting and scenery were both enjoyable. The specialties are good, and those of the two midgets, Little Alice and Baby Wawa, are very enthusiastically received. This evening "Out in the Streets" will be presented and tomorrow afternoon "Beyond the Rockies" will be repeated.

—It has been found necessary to cut down some of the small shade trees on Broadway, where the new sidewalk is to go in. The trees were not in good condition, and as they would interfere with the work on the sidewalks it was thought to be better to remove them now than to let them stand. Gradually the number of trees on the streets in the compact part of the city is diminishing and practically no new ones are going up in their places, even in the suburbs.

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50c. A DOZEN.

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A little book on Teas and Coffees, which contains more information, for its size, than any other book published on the same subject. It will teach you to buy Teas and Coffees economically. There is no need of paying from 90c. to $1 a pound for teas, as any price above 47c. is profit. The greatest thing in buying teas economically is to buy them with plenty of strength and use half the quantity. With our large trade and many years experience, we do not hesitate to say that we give the biggest value in Teas and Coffees ever offered.

TEAS—A fine Formosa or English Breakfast tea, per lb., 30c.; a fancy tea, per lb., 37c. to 43c.; finest Formosa, English Breakfast, or Ceylon, 47c.

COFFEES—If you like a strong coffee, you want a coffee with more Mocha and Java. Mocha is cheaper than Java, and you would want to buy a 20c. or a 25c. coffee. If you like a mild coffee, almost all Java fancy flavor, you would want to buy the best Java for 25c. a pound. Our Golden Cup Brand Mocha and Java, 1-lb. can, 28c.; 2-lb. can, 45c.; 5-lb. can, $1. We believe this is the best canned coffee ever offered to the public. Hotel Coffee, one-half Cereal and one-half Coffee, 1-lb. tin, 25c.; Elite Cereal Coffee, per package, 15c.

FLOUR—Our XXXX flour we consider the best in New England.

BUTTER AND EGGS—We always have on hand the finest butter and the freshest eggs.

POTATOES at farmers' prices.

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Furniture at Auction.

FRIDAY, Oct. 6, at 10 o'clock A. M., all the Furniture, Carpets, Stoves, Crockery, etc., at 28 Hall avenue.

FRED W. GREENE, Auctioneer.

Horses at Auction.

SATURDAY, Oct. 7, on Washington square, at 10 o'clock A. M., several Horses, Harnesses, one fine Runabout, Lumber Wagon, Milk Wagon, Farming Tools, etc.

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American Land and Letters,

BY DONALD G. MITCHELL, FROM LEATHER STOCKING TO POE'S RAVEN, INCLUDING GEO. BANCROFT, RALPH WALDO EMERSON, NATHANIEL HAWTHORNE, GEO. RIPLEY.

Little Novels of Italy, by Maurice Hewlett.
The Water Garden, by William Tricker.
Etchingham Letters, by Pollock Maitland.
When Rogues Fall Out, by Joseph Hatton.
Anglo-Saxon Review, edited by Lady Randolph Churchill.

SIMON HART, 202 Thames Street.

Successor to G. E. Hammett, Jr.

PLANTATION PAGEANTS,

By Joel Chandler Harris, author of "Uncle Remus" Stories.

A Jersey Boy in the Revolution, By Everett T. Tomlinson.

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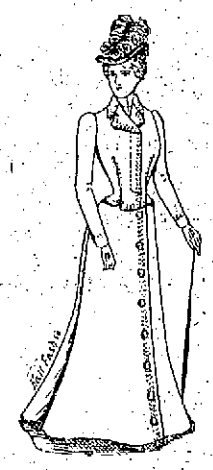

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